ABSTRACT LOG

(MAURY'S WIND AND CURRENT CHARTS,)

Kept on board the Bash Chrewout of the

during the years 1854

#264

Abstract Log of Bash Tremont of Bosto.	Captain James	Buges
S J White the best to be the first of		

	1														HOURS		WINDS		
		Date.	Hour.	LATITUDE.	LONGITUD	CURRI	ENTS.	BAROME	TER. T	HERM	I'R.	ANI	FORM DIRECTION CLOUDS.	*PROP. OF SKY	RAIN D.	MAGNETIC VARIATION OBSERVED.			
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					The state of the s	Name of Street, Street	Tractice and the contract of t			THE PERSON NAMED IN COLUMN TWO									

to Purnembuce From Boston Ther. in use, No. Corrections, REMARKS. 10 Not a cloud to be seen. 17 Oct 17 " Sea account passed Boston Light discharged Pulot Studding - sails low to a loft fine pleasant breages to pleasant in company with sever 18 18th first part fine breages to passing clouds all sail set middle cloudy all sail set at & a. su. Tarders to the & & XX Latter part fresh winds & rang 19 19th first part fresh winds from the all & pleasant all sail set middle cloudy fresh breages all sail set at 8 a. m. tacked to 95 m Lotter part rainy fresh winds light sails in at 10 tasked to East 20 60 th first part fresh winds from the 98 & raing. at 2 P. Im. wind from the d'y fin breage & cloudy at 6 calm. at & fresh breage from the will clouds broken, all sail, set middle fresh winds to passing clouds all sail set Latter part fresh winds & passing efonds sludding sails. 11. first part fresh rounds from the douth canting to the East tall stil, set at 11 f. oh. double reafed. Topsails, fresh gale from the color is to heavy sea, at 4 a, in fulled In soul. heavy gates & heavy rain. Middle & Latter part fresh gate 22 first pasts fresh gales & heavy rain at I p.m. heavy gales & hurled I are-sail closedy reafed Topsails Julled I Topsail I for Top mast staysail. hove too under close reafed in Las sail I I'm Spencer. verry heavy gate verry thick & ranny of ha. In More morelerate set Double reafed Lap Sails for sail and spanker bad sea Satter part fresh gates & farsing clouds if the start fresh gates & cloudy death full of Water of 10 pm, double reafed Japasaily, bad sea, buildle fresh gales I aloudy that cross see Latter part more morderate, First part morderate & cloudy at 4 pm set whole Aniddle squally variable breazes, fulled I top & Sail at 8 a m all sail by the wind fresh breazes & possing clouds July weed in abundance had see from the of Inidale fresh gales & rainy close realed from the south Just part fish & gales to heavy squall from the Swints

Abstract Log of Back Gremont Captain Ja Bringes

		1		5 9								*PROP.	HOURS	35 + CATEMIC	WINDS.		
	Date.	Hour.	LATITUDE.	LONGITUDE.	CURREN		BAROME	1		RM'R.	FORM AND DIRECTION	OF SKY CLEAR.	FOG A.	MAGNETIC VARIATION OBSERVED.	Direction.	Rate.	
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From Boston to Tunambueo REMARKS. Corrections, Initale fresh breages higher squally much sain freed to plying fish 27 oct. first part fresh breages to squally with showers of rain Latter part fresh winds & passing clouds . small patches of gulf weed. 28. Of First part fresh winds & passing clouds middle fress winds & passing clouds had see from GE Latter part fresh winds passing clouds see from a 8 little weed 19 Cet. First part fresh breages & pleasant few passing clouds middle fresh breages & cloudy Latter part fresh winds & passing abouds. the wind & clouds has the apparament of trades phying fish & small quantity of weed. Lightning in the SIM I sist part breach winds & passing clouds. what I should call strong East trade winds inidale fresh winds & squally with rain Latter parp fine breages & passing clouds very little weed. few Infish. Il Oct. First part fine breages to passing abouts from the S.E. & heavy sain the worst weather I ever saw in these Settleteeds by the wind a complete Tale the most of the time downst all this day heavy squally from the East \$ 1.8.

at 10 P. M. Dauble reafed Topsails. heavy sea from the S. 1 98.

Latter part More morderate set whol Top sails.

verry had weather. not one pleasant day since leaving Boston First & middle part heavy squalls from the East to J.E. with rain & heavy sea. Sattle part fresh winds & squally saw a ship standing the Eastward by the wind. Top Gallant-sails set Iniddle morderate from the J.E. & Eliphe Ship Bound for Satter part morderate from the J.E. a clipper Ship Bound for the first pleasant day since Leaving Boston. When & how any to get to the Eastward I do not know. It looks gloomy mough. at I'r tacked to the rast, all sail set Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Gremont Captain Jo Burgess

	Ī				Log of	Andrew Colonia	V	1					L	*PROP.	HOURS	25 L CATTOMIC	WINDS.	
		Date.	Hour	LATITUDE	LONGITUDE.	CURREN	1	BAROMET			-	AN	FORM D DIRECTION	OF SKY CLEAR.	OF FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	Divosti	
a	as	4#				Direction.	Rate.	Height.	Ther. Att'd.	Air.	Wat'r	0	F CLOUDS.	CLEAR.	HAIL D.		E G G G G G	ie.
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W. Charles despite			9		Jane						-		de	0			South 1	
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From Boston to Gurnambuco 1854 dor It this day light air & paring alouds at 5 p.m. tacked to the south Now First part mordrate breages & passing cloud all sail set by the wind buildle fresh winds & light squalls latter part fresh winds & light Fog the same ship in sight I saw 2 day ago, has beat us about 5 miles in 45 hours. no Griff weed few flying fish. real Trade Clouds & Trade weather Mor- First part fine breares & passing clouds strong tide rips middle fine breares & passing alonds. Sharp head sea. at 7. a. m. spoke ship Sabing (the ship that has ben in company & days Elond he Bulf weed few I Fish. strong tide rips short had see, the first time the wind has hen to the worth of East for 15 days. Sam for to beward have tried to heap Many track, the wind will not bet me shall widently fetch to leward of It Rogue cant help it wo weed no hids . Try quantity of I Tish it looks Gloony mouth I do all this day fresh breares from the East to E. a. 8. I pleasant all sail set by the wind great quanties of I. Fish. no week Strong tide rops, very strong. Trad S.E. Lea. little prospect no tide rips, no meed few J. Fish. getting allong first rate many recovered Manys track. Shall endeavour to stick as close to it as winds well permit 10th Now Sirst part fine mordeste bruges to paring clouds middle squally wind from the 58 Satter part mordiate & rainy mind figure South to G.S.M. at & a. m. tasked to the CS. E. at Obis First part, light any & cloudy. Short sea from It wo weed middle sight air & cloudy Latter part nearly calm have expresenced to Mint lasterly current dince manning it looks dismal wo Mind no chance to get along Loute 18 800 sist part light airs & passing clouds no weed no fish Ewind Indale light airs & passing clouds all sail set by the wind Is days on the lattle put the same have regained Manys track Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Gremont Captain Abstract Log of HOURS OF FOG A. RAIN B. SNOW C. HAIL D. WINDS. *PROP. OF SKY CLEAR. MAGNETIC VARIATION OBSERVED. BAROMETER. THERM'R. CURRENTS. LONGITUDE. Direction. Ther. Air. Wat'r Height. Direction. Rate. 81. 82° Ci- Str 79 82 li- 9ti 1.00 79 82 bir St 8. DX: N 3 \$ 33 12 00014 34 23 10 5 5 7881 bir 10575 34047

ho

to Surnambuco Oct & dor 1854 3 Entirely overcast. 10 Not a cloud to be seen. REMARKS. This day morderate breezes to squalls of eain possing clouds make few J. Jish. No weed poblids verry slow progress. Shall make a long passage have had head winds for The whole passage repet 2 days If I'd all this day morderate winds & squally boudy weather all sail set by the wind heavy GE sea no Fish, no Birds, no mean withing but head winds. I esqualls cannot make Easterny worst chance I liver som to make a passage 26 day close halled Is do all this day fresh, winds from the, I. E, & passing clouds No Fish, no weed no Burds. nothing but head rounds. how how how I am to make my Eastern I do not know. 30- days out. it looks like a long passage any to the leward & connot get up. Shall Stand on this (Port) tack as long as I can head I. I. W. or S. Wity S. Now all this day fresh breezes I pleasant weather passing clouds I am now on the Line 31 days from Boston fongitude 35 25. I se no chance to get Eastwald heading I by W to I Ill. cannot stand on the other tack without making too much Northing. Must stand on for the Lound Shall lividently letch 2 to the leward of Go Rogue heading as she does at present. I know of no better way than to fet her go as for as she will fetch. and trust to Luck In Now this day fine breezes I pleasant passing abouts. all sail by the wind few of Fish flow Birds. you weed, one sail bound douth, no chance for stant, to the East. heading South it Sty. W. Shall stand on for the Land, if there is no alteration, had but go she must Was this day fine breezes from the E.S.E. & by S. The East pleasant weather all sail set by the wind. have been favoured there 24 hours it looks like fetching by the cape at present. Guills in flocks ben by the wind for 2 81 days, clow halled. Broced sharp I have great faith in Manery heading now I. G. E. fin begge this day fine breezes to pleasant all sail set passing alouds the sound halling to the Northward at night as it has for 3 nights fast. no weed few I Trish few Brids. I have ben wonderfully favored for 3 days past by the wind halling to the Southward at 8. a. M. set Studdingsaily Sow & gloft. the fast time for 29 days at, 12. In, Cape Of Rogue how of weby Miles 3 days I think it first rate by having Manys I have shortened my passage 4 or 5 days Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Gremont Captain Jal Buyes

F					CURREN	TS.	BAROMET	TER.	THE	RM'R.		*PROP. OF	HOURS OF FOG A.	MAGNETIC VARIATION OBSERVED.	WINDS.	
	Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther.	Air.	Wat'r	AND DIRECTION OF CLOUDS.	SKY CLEAR.	RAIN B. SNOW C. HAIL D.	OBSERVED.	Direction.	Rate.
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AND COMPANY OF	NAMES OF THE OWNER OWNE	COLUMN CO							1		AND THE RESIDENCE OF A PARTY OF THE PARTY OF					- Deligible to Province

From Baston * "Prop. Sky Clear."
3 Entirely overcast.
10 Not a cloud to be seen. Ther. in use, No. REMARKS. Corrections, Nor 20th commences with morderate winds from the E. N.E with Jaming clouds. Middle the same at 5 a. Mr. Olindo how GM 10 miles at 9 came to anchor in Pernimbuco outward Road 34 days 20 hours from Boston 80824 Oct Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Fremont Captain Ja Bryss

ſ		-				,	MALICE MARINE ACCORD					TATE			MAN PORTON DE LA CONTRACTOR DE LA CONTRA
	Date.	Hour.	T A MIMITING		CURRENTS.	BAROME	TER.	THERM	-	ORM	*PROP. OF	OF FOG A.	MAGNETIC VARIATION	WINDS.	Ther. In
		Hour.	LATITUDE.	LONGITUDE.	Direction. Ra	te. Height.	Ther.	Air. Wa		RECTION CLOUDS.	SKY CLEAR.	RAIN B. SNOW C.	OBSERVED.	Direction.	Rate.
	10		100	Ch. X			Att d.		1		2	HAIL D.			M. Ph
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to Philadelphia Dec 1854 From Ternambuco Sunday Dec 10 1834. at 9. a. m. got under way of how the East & pleasant all sail set by the wind to Dee of first part light winds from the East & pleasant tanding on the port tack. at six f.Mm. spok Ship ligabeth of Bath from Chinea Islands for Hampton Roads ladle light airs & pleasant. Latter part fine winds from the I. 8. & pleasant set Topinast Gluedaing sairs. exchanged ignals with an american Back bound with det this day fresh winds & pleasant weather Ital Sails set low aloft of Thish & aboutiles smooth sea tearing at Mish & aboutiles smooth sea prosperous for a good passage. 2 all this day fresh breezes & pleasant all sail set going finely blinty of I tish some very large smoother see see. all this day fine winds & pleasant all Sta sails set I dish no weed no Buids smooth sea Lec all this day light breezes & pleasant Stearing a Walfall on the Frish ho Buds no weed smooth the erry hot sun by day & dews by hight Doe first part light air from the IE & pleasant middles & latter part light winds from the East & Gelesais Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Tremont Captain Ja Buyes

ſ					CURREN	TS	BAROMET	TER.	THERM	ľR.	FORM	*PROP.	HOURS	MAGNETIC	WINDS.	Ther. 12
	Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.				- 2,7		AND DIRECTION OF CLOUDS.	OF SKY CLEAR.	SNOW C.	VARIATION OBSERVED.	Direction.	Rate.
		4	6 3	-	Direction.	22000.	Trong it is	Att'd.		3	9.10.1		HAIL D.	- 33	M P3,	
		9	27/1			3				3	lo choose	7	Y	00 %	8.4	
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From Gernambueo to Philadelphia 1854 REMARKS. 19 De all this day light winds from the East the pleasant verry smooth sea few to thish. Stearing of the To Dee This day light winds from East to ch. & pleasant few Fich brids a Strong of Decreame Wee this day fine brisk of & trade winds Amosth Lea Stearing of Melps compan few of wish ho Brids No meed Squally appearances Topmost & Topgallant State sails set 22 Dec. this day fine brisk teades from the cl. 8. I pleasant weather Stearing of the Topmart & Topgallant Starish see few by raish no Birds no melle. Smooth sea. 33 Der this day fine of & trades pleasant weather few I wish stearing of the Sea very smooth Back sails heavy day loaded 24 Dec this day fine brisk ch? E. teades weather pleasant few light squalls. J. Fish, few Bundus of green Gulf week 25 De this day light breeze & passing clouds. fear I have lost the trade. few Fish few bunches of weed, an old sea from the East 26 Oel this day fresh winds & Squally Studdingsails & bight Sails furled few Tish plenty meda few Bies bank making much water prints constant Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Tremont Captain OF FOG A. RAIN B. SNOW C. HAIL D. MAGNETIC VARIATION OBSERVED. OF SKY AND DIRECTION LATITUDE. LONGITUDE. Direction. Direction. Rate. Height. Ther. Atr. Wat'r 12 24°/11 64.15 mg 28 12 25 39 66 11 30 7272 Sh 3/17 6701 3158 67.24 Noon. 12 33 09 6918 M Noon. 12 35 16 7/13 12 0 6666 Cum She

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to Shiladelphia 1854-5 From Gernambues In De first part fine breezes & passing aboud I wind from the Naithward Sail st Is Dea this day hight winds, & pleasant Slewing of Mr. Inskeing slow progress. no fish few Bilds & meed all std Bails set 36 Dee, first part fresh winds of aloudy wind halling with the Due Anddle to Sate part fresh Gales of cloudy heavy squalls 31 Des prosh gales & heavy squall Back worden I close reafed top sails I fan fresh gales & pursing about heavy Dew Much July weed head cing to the a . E. It fan heist & middle fresh gale & possing clouds theavy sea at & Dem work to the quest, at 8 am set regular main Sail Joh & Spanker Thuch gales to had sea. Back labouring francy much Gulf weed few Birds heading all miss Jan fresh gale & bad sea at 4. a.m., set double reason I'm Bopsail great quanties of fresh weed the labouring hours I the far frist part fresh winds & pasning clouds. I squally Smiddle Squally Satter part morderate & passing clouds all sail set Considerable quantity of dead looksking week Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Date. Hour. LATITUDE. LONGITUDE. CURRENTS. BAROMETER. THERM'R. FORM AND DIRECTION OF CLOUDS. Therefore, Air. Wat'r OF CLOUDS. **PROP. OF FOG A. RAIN B. SKY CLEAR.** **PROP. OF FOG A. RAIN B. SKY CLEAR.** **PROP. OF GA. RAIN B. SNOW C. HAIL D.** MAGNETIC VARIATION OBSERVED. **PROP. OF LOUDS.** **PROP. OF GA. RAIN B. SNOW C. HAIL D.** **PROP. OF CLOUDS.** **PROP. OF GA. RAIN B. SNOW C. HAIL D.** **PROP. OF CLOUDS.** **PROP. OF CLOUDS.** **PROP. OF GA. RAIN B. SNOW C. HAIL D.** **PROP. OF CLOUDS.** **PROP. OF GA. RAIN B. SNOW C. HAIL D.** **PROP. OF CLOUDS.** **PROP. OF CLOUDS.** **PROP. OF GA. RAIN B. SNOW C. HAIL D.** **PROP. OF CLOUDS.** **PROP. OF CLOUDS.** **PROP. OF GA. RAIN B.** **PROP. OF CLOUDS.** **PROP. OF C	Direction. Rate. Solution Rate.
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Data	A D YE	(* CPROP. S		CURREN	TS.	BAROME	TER.	THE	RM'R.	2020	*PROP.	HOURS OF FOG A.	MAGNETIC	WINDS.	Ther. I
.spo		LATITUDE.	LONGITUDE.	Direction.	Rate.	Height,	Ther. Att'd.	Air.	Wat'r	AND DIRECTION OF CLOUDS.	OF SKY CLEAR.	RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	Direction.	Rate.
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87 84 80 611

* "Prop. Sky Clear."
3 Entirely overcast.
10 Not a cloud to be seen.

Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Ocean Bride Captain for Bringers

	Deta	17	T A MICHINE		CURREN'	TS.	BAROMET	TER.	THE	RM'R.	FORM	*PROP. OF	OF FOG A.	MAGNETIC VARIATION OBSERVED.	WINDS.	
	Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Att'd.	Air.	Wat'r	AND DIRECTION OF CLOUDS.	SKY CLEAR.	RAIN B. SNOW C. HAIL D.	OBSERVED.	Direction.	Rate.
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-	Noon.	9		0								1			r. Lat. F	Accessoration to the contract of the contract
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AND DESCRIPTION OF THE PERSON	87	8														
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From Baltimore to Aire da Plate 185%. REMARKS. reugust 3 d 1859.

{ *"Prop. Sky Clear." 3 Entirely overcast. 10 Not a cloud to be seen. at 4 P.M. left the Pilot cape Henry bearing West 3 miles pensant water midde pleas ant fresh heerzes passing clouds all sail set Latte part the same. august 4th 1859, all this day fresh winds & passing clower will sail set crossed the Gulf Muen smooth water July were Str. all this day fresh winds to planent weather all sair set plenty Gulf weed & flying hish . Birds & nothing Remarcheble The all this day fresh winds to pleasant weather Gulf werd all sail sail going a flying following Marrys Directions Nothing Remarcable this day Thing Fish The august 1859 all this day plasant breezes from the S.4. W. I plant all sail set Gillph week around from Fish no Baids from brew is I can expect for the season Nothing Remarkable occured It argust 1859. All this day light breezes from the 4972 blesant sea smooth all sail set by the mind. Selft weet we fish he Beids, getting alonous finely. The Barometer has not varied at 40th since blaving, I am how verry mear Lieu mourry hack try to heet at Experienced no currents, since crossing the Aleean It august first part light airs from the II The pleasant Satte part wind US W? I Hight air & pleasant mosth sea all sail set by the wind this days fast 10 august all this day light aus & galin aus from &cd & to. IE, mostly calm little or no weed the weather fine prospect look dark It the August. all this day calms occationally a light air from South the Barronnete Represteady it varies got at all the most dingular weather I ever saw in their Sattedurdes Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

				CURREN	TS.	BAROME	rer.	THE	RM'R.	FORM	*PROP.	HOURS OF FOG A.	MAGNETIC VARIATION	WINDS.	
Date.	Hour	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther.	Air.	Wat'r	AND DIRECTION	OF SKY CLEAR.	RAIN B. SNOW C. HAIL D.	VARIATION OBSERVED.	Direction.	Rate.
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	4	1	~			30/1/100				Ninh	5			South	2
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	3									ninh	3			w &	3
14	8						1			nember our	5	*		Calm	-Freedom telephone
	9									cir	5	TOTAL SERVICE		498	3
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18	8	-												998	3
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	9	1	· Law.			7				500			- 83/-	Calm	
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185 From Ther. in use, No. "PROP. SKY CLEAR." Ist august 1859. All this day calm ismooth sea pleasant weather some gulf greed, great quantite Dolphin & J. Fish. I am now worthy on manage track & have been Becalmed 3 days and to summer appliest first part light airs from 4717 499%, & South South I crowned from latter part South light airs smooth sea at 11. a.m. a light esqual from the N. E. with roin some weed no fish no birds tide rips, august. first part light wind from il & Middle calm Little part light breezes from ISE lay quanties of weed, lide rips. for the last fine days have not mad one days good Sail I think few men have been more unfortuniate I must make long passage at best now I am on the proseribed track doing my best all sail set by the wind large quanties of weed no fish no buas sea smooth the Barometer rises am in hopes of a clib. would lefter I feart I by & pleasant weather, all sail set by the wind large quanties weed , no fish no fords, to said in right on the round it looks like a hard chance latter part light airs from South light airs Middle calm latter part light airs from South pleasant weather smooth see in company with two large clippe Ships lotter part light airs from a 8 large quanties of weed August 19th first part light sies & pleasant latter part breezes all stil Sails set think I have the trades avinds. laye quanties of weed. occationally lide Rips August 20th first part Monderate et &. Middle fresh N.E. letter part monderate et &. plenty weed occationally tide rips. fine pleasant weather & has been so since I left baltimor. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

	Date.	Hour.	LATITUDE.	LONGITUDE.	CURREN Direction.		BAROME		THERM	- A 2	FORM AND DIRECTION OF CLOUDS.	*PROPOF SKY CLEAR	FOG A. RAIN B.	MAGNETIC VARIATION OBSERVED.		Rate.
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	Noon.	9	2230	4/24		204		TO .			m Ci	5	AND		Ely G	
	25	8					20,000		7	Cu	m	3	AMERICAN STREET, STREE		Ely G	4
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9	17	3)	1						0		4 -	3/3/		016	S. T.
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Captain_

	Ī	CURRENTS. BAROMETER.							THE	RM'R.	1	*PROP.	HOURS	MAGNETIC	WINDS.		
		Date.	Hour.	LATITUDE.	LONGITUDE.			Height.		Air.	155	FORM AND DIRECTION OF CLOUDS.	OF SKY CLEAR.	RAIN B. SNOW C. HAIL D.	VARIATION OBSERVED.	Direction.	Rate,
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1					4					HOURS		WINDS.
	Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETER.	THERM'R	FORM AND DIRECTION	*PROP. OF SKY	OF FOG A.	MAGNETIC VARIATION OBSERVED.	
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	1/2	9	1665	3	1 last	30,00		0 11113	5			998. 2
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and the same of th		3	melica	1	C. C.	The same of the sa	4.1	10 21 1 , 2	5		- 11	998. 3
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Abstract Log of Back Ocean Bride Captain James Burges

	17.21	110 1	eZ , aoor T + +)		CURREN	TS.	BAROME	TER.	THE	RM'R.	FORM	*PROP.	HOURS OF FOG A.	MAGNETIC VARIATION	WINDS.
	Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Att'd.	Air.	Wat'r	AND DIRECTION OF CLOUDS.	SKY CLEAR.	RAIN B. SNOW C. HAIL D.	OBSERVED.	Direction. Rate.
		4									bir It	5			Stry 6. 99.6. 4. 5
	Noon	9	9.415	3338			30.03	89	80	79	bi It	5	->:		48. Lat. Par. 2
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	18	8									Williams	5	ALL PROPERTY AND ADDRESS OF THE PARTY OF THE		98
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	Noon.	12	12.29	3446	JJW	1	30 04	82	79.	8	Curres	6		Just)	5
	19	8				1				-5%	Cirris	4		can a	96 5
		4	a.s				30.07				A TO STATE OF THE	5	The state of the s	lat	696 4
2	Noon.	12	1509	3455	997	3/4	30.06	82	79	76	bum	5		11/10	698.6649 5
	-	3						9	3		+ 1 +	-		35/300	8/14 -
	20	4	3 fine			1	1		1		3 3 1	5		239.9	Ely 9 4
	Noon.	9	17 47	35.301	(1977)	3/2	3007	01	76	20	Cum		1	Die C	Cost 4
	140011.	3					00.07	0/	0	D	Cutt	0		-11-3	0.08
4	2×	8		Corp.	100			33			Il C. Les	6			60/6 4
3		9		1	C DOWN		30.07	4		>	2		CAP CONTROL OF PROPERTY	de	1000
	Noon.	12	26.03	3630	SSH	1/4	30,08	81	78	750	Burn &		ANTHORNOUS	3	Nobyd 1
	09	8	27-44		sing					1	affer a few	6	7	Miles	W P 6 5
		4		de	1	20	30.00				Samuel Comment		37 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		Nap 8. 5
	Noon.	12	22°38	38.08	1970	1/2	19.98	80	76)	73	bum	6	70	2.30	N. 8 5
	1-	3		26,000			19.90				1	3			PPP A
A P	13	4	L. Company	6000000			39.80				bin Str	3			NN 6 6
	Noon.	9	25°13	40°11	N. S. S.	9		09	20	50	Bir-Oftr	N. T.			0.09
	Noon.	300	To Obus	no olvo				100	6			1		Sjt.	eN 16 7
101	21	8					19,80			1	bij- St	a :		2001	Sal 2 to North 1
		9	40 (4		S.		100			-	on It	0		137	870 8
1	Noon.	12	26.10	4052	le ti	2	19,90	73 7	11	11	bu-St	2			S 7 6
	15	8	· too	20/1	5.5	2	19,95	1	20		len St.		Si S	196	184910
1		4	1 100	1	A STATE OF THE PARTY OF THE PAR	2	19.98	1 1	1	3	bum Gle	1		11/1	GW/h to 6
1	Noon.	12 2	1735	1007	- 0		30,00	7	06	8	Cum Street				11+Alha
		3	10		ceor		2637		3	99		5		1	2 W / 6'
L		8		THE RESIDENCE OF THE PARTY OF T		3	0,00			***	been String	5	- Administration	noon ta eo	99 W 0

From Battimore to River Hate 1859 REMARKS. latter part 18. fresh & passing clouds ho Current donds. current 24 miles III this the 19th day of head winds if the swind does not can't basterly I cannot fitch part of the think has been a hard chance so far Egg. douds to squally latter part fresh breezes from & 96.4 Eby 9 fassing clouds Barometer high & steads water verry low 76 9 do not the mouning of it. Hiedding Pails set. the first time for twenty days. Middle Ely & Morderate Latter part Find 6 by S. Morderate & pleasant all Std Sails Let smooth sear fine weather Splember It first part wind & of 6. pleasant & mordered middle morderate of all sail set smooth seat Barometer. high to steady getting along finely considering the light wind pleasant. latter part rather smookey. Barometer low current of W/ Miles Myddle strong heezes will 8. cloudy. Latter part ofresh gales wil E. heavy Bea & squally. Cloudy I have bad appearence of Observation. Barometer loud px falling I expect the round from the Westward. first part fresh Sales from es al 6. to worth passing clouds at 10-30 p.M. heavy squalls from I'll accompanied with terefre Thunder I Sightning heavy squalls of roin Latter part morderate I'll, pashing clouds balometer low through the hight If Is first part fresh Sales & heavy squalls from It. overcast & sa ally fatte part In lay Il Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Coan Brie Captain James Bringers.

	D	ate.	Hou	LATITUDE.	LONGITUDE.	CURREN	TS.	BAROME	TER.	THE	RM'R.	FORM AND DIRECTION	*PROP. OF	HOURS OF FOG A.	MAGNETIC VARIATION	WINDS.	A redT
Sp	-	26	1 1	TOTAL TOTAL	BORGITODE.	Direction.	Rate.	Height.	Ther Att'd	Air.	Wat'r	OF CLOUDS.	SKY CLEAR.	RAIN B. SNOW C. HAIL D.	OBSERVED.	Direction.	Rate.
			4 9					30.01			, ,	15/100	4			7 7 Par. M. I	6
	N	oon.	12	28.29	1/08			30.02	69	67	66	bum, Str.	4	CONTRACTOR CONTRACTOR		No.	4
	2	7	8		12.61			30.03		33			4	DECT DECEMBER OF		East disig	5
	and the second second		9		120221			3002		5.3		0 004	1		160	6016	Scool Common
	No	oon.	12	30'39'	4555			30.01	71	69		bir Gt.	4		· //	M. C.	The second secon
	2	8	38	363				22.85				Eun Ste	4	B./			5
			9	21001	10.20			29.80				P - 1 - 4		Detalement	The same	(1 2 D 1 (00)	0
	No	on.	12	31°51'	45 39			29.95		67		bu Iti	5	Month Association of Productions	eg -	9 W. W. Jh	5
	2,	9	8				3	29.09		1		Cum Ite	4			Mest of	
	No	on	9	33:19'	4032'		-	29.05		05		Eir. It.	2	21		AP Payo	makilanama.
			3					3				Our. In.	2	Antonia de la constitución de la		109	0
	3	0	4		(a)	3		29.75			1	bun Itr	4 2			16 98 998	6
300	Noc	on.	9	33°32'	48.281		terminal de l'appropriet resemble ser	29.93	67	65		Eu: 4th	5		1 in	g. grip	5-
1	el	+	3			1000 the annual COS of the same and		29.95				and the same	5	X	20 7	1 p 2 p	-
	1		4	_		The control of the co		39.98		de la companya de la		bir It	5			J. M. Commission of the Commis	3
	Noo	n.	12	33.08	5047			303/100	70	589	6	Bir It.	5		Car.	G. Calm	
	0	d	3		Speca					descriptional annual section and annual section ann		and it was	1		dea	Calm	0
			4 9			ale						Similar //	50, -		lay g	Calin	0
	Noo	n.	12	33'37'	5040		C	30.005	70 8	68		bi St	5	A.2.	-	bolin	0
_3	3		8								the desired and the second control		1.		78.2	West	2
		The state of the s	9.				the state of a state of the state of the state of				the district about a security to the formal part of our		d -		Some Second	West	2
	Noo	n.	12	34°38'	52.001		C	30.01	70 8	58	-	bir St	2 -			South to East	3
			8														
			9		111			- 2.5					-				
	Noon	n.]	3	,				200		3		1	9	1		MA HAD	(
	1	The same	8				PARTICIPA DE PARTICIPA DE LA CONTRACTOR DE	CONTRACTOR STOCKS AND			Cata	Asmit " M. A. S. os mon mat	lisbayaw -		os at noon or	The second secon	

From Ballinore to Amed Hate, 1859. REMARKS. heavy Lea from I'M. durty appearence to the IE. September 27th first part going gast light squalls middle swend och E. passeng clouds Satte part wind at & light squalls, cloudy & clear at times. Barometer high & unsteady. fly tracking one terth weather appearing pleasant. if my observations are correct I have had to mike I'm, oursent middle wind It to the Ship Squaffy of passing clouds fresh latter part wind I'M. The I'm pleasant all sail by the wind . taker fast Barometer Steady. first part would fit I to. If fine breezes passing clouds I middle fres, Sales I heavy Squalls. latter fact fresh gales of Squally , at 12 Mr. wind shifted middle 98. 1 9198 heavy squally large sea latter part wind South to It! passing clouds & pleasant barometer law all the 24 hours training latter part, Middle 9 11. 9. morderate latter part light and 48.9 if my obvervations are correct & have had 30 miles convent West Oct Id. all this day baling. Calins. Calins. latte fart light air from West. fog from 9- to 11 a.m. gether a sale or a calm. a have pleaner in their dands - min pray pilly me. Soaling on the troubled Lea. Gol I first part light aus from Work to pleasant breezes from South to oast Barometer Gready. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Brie Captain James Burguess

	-	ACRES OF THE PROPERTY OF THE MENTAL OF	A THE REST AND THE PARTY OF THE		-	WHITE SAME AND THE OWN	COMMON TRANSPORTER	-	THE PERSON NAMED IN	THE MORE CONTROL STORES AND REAL PROPERTY OF THE PROPERTY OF T	Annual Contraction of the Contra	TOTAL STREET,	THE THE PARTIES AND PERSONS AND PERSONS AND	CALL STREET, AND STREET, SALES STREET, SALES STREET, AND SALES STREET, S	PARCECULAR PROPERTY.
	190 TO			CURREN	TS.	BAROME'	TER.	THE	RM'R.	FORM	*PROP. OF	OF FOG A.	MAGNETIC VARIATION	WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther.	Air.	Wat'r	AND DIRECTION OF CLOUDS.	SKY CLEAR.	RAIN B. SNOW C.	OBSERVED.	Direction.	Rate
-							Att a.					HAIL D.		- ia	
	4		1/2/2						7	1				2 Sart.	411
Noon.	12		122.2			25.09	85	83					/	col. 3, 12	5
e e	3					21.07	0,							1 Part.	
23	8		1		4.5	29.69								11/6	5
20	4				100							CONTROL MACOUNTING	1	Ver E	5-
	9	01 100	1		3-	29.09				Cir It	-			119	1
Noon.	12	24.18	4114			29.92	85	83		our Itr	5			0.00	
11	8					2/1/2								3/04/12	6
24	4					29.92							3 0	WCIP &	6
	9	4	,	5						0. 3		3		119	1
Noon.	12	25.14	3859			29.93	80	79		bir Ph	5			2/4/6	parada and
h ,	5													1/2	5
25	4					29.94	80	79					11:	al E	5
3	9	10								1				18	
Noon.	12	26:13	3608			29,94			1	bush	5	Divingence of the second second second	1537	cs 6	5
10	3			-22/		4					0.234		5400	2	
26'	4			-3/3/2		2995	80	787				ACCESSIONAL CONTROL OF THE PARTY		CONTINUED TO SERVICE CONTINUED CONTI	
	9		1						1		Jan.	Si.		1.09	ATMINISTRATION
Noon.	12	2651	3321			2996	80	78		Eur St	25	TECHNICATE LOCAL PROPERTY.	e i	w/a/ E	5
	3					0						1		119	
27	8					29.98			-		1		9	1 0 9	5
	9			0	1		2		N	7		AMERICAN PROPERTY NAME.	1 1	CN O	
Noon.	12	2651	29.43			30 00	80	78		bir It	5	AND THE RESIDENCE OF THE PARTY.	1000	el al 2	5
	3							1					1	119	
28	8)		29,95					5	CATTERN TOWNS THE STATE OF THE		CV g/ 6	5
	9		12/1/		2						-3	CONTROL OF THE PARTY AND THE P		CN outh	5
Noon.	12	26'11'	27:50			29.09	80	78		bir In	2		180	dorth	5%
	3		/								6	3B		0000	-
29	8				1						2	WILLIAM STREET, THOUGH	500	cal est bol	5
300	9				1						0		Die !	Well &	4
Noon.	12	25 18	26.0030			29.09	80	787		Sir Sh	2	1000	V - 3	cally 2	5
	3					-1101					2	CALABORA SERVICE CONTROL OF THE SERVICE CONTR	4		CONTRACTOR OF THE PARTY OF THE
30	8							1			5	CINOL WALLES	4	el by 8	4
	4										5	OF THE PROPERTY OF THE PARTY OF		South	4
Noon	100	24°306	23°25			3000	80 .	78		bu Ste	8			CAP 2	,
210011	3					0000		0		on on	8	ATTENDED TO THE PARTY OF THE PA		CN W 6	4
	8										A Chan as				
	CALLEST SCHOOL PER	ALTO CHARLES OF THE MAN PORT OF THE PARTY OF	CONTRACT SCRIPPING TO PROPERTY CONTRACTOR AND ADDRESS OF THE PROPERTY CONTRACTOR AND ADDRESS OF	AND THE RESIDENCE OF THE PARTY	NAME OF STREET	1	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN	AND COLUMN TO A STATE OF THE ST	RESERVE OF STREET	OCTUAL DESCRIPTION AND AND AND AND AND AND AND AND AND AN	DERAK CECENTARIAN KANAMENTARIAN	CONTRACTOR DESIGNATION AND ADDRESS OF THE PARTY OF THE PA	3		CATACOLOGICA DE SEGUI

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From Rio d Jenesio to Charleston 96 1859-1860 (December 23d Sea account 18.59. at 12 In took Steam to towed down to Pay Islant at 3. P.M. cast of Steam & made sail wind of 8 fine buyes to pleasant Middle to latter part the same 24 Dec. fire Second & Latter part fine fresh breezes & pleasant weather all sail set by the wind Is Dee all this day fresh breeges to pleasant souther passing clouds all sail settly the mind De De Monday all this day fresh winds & passing clouds all sale set by the swind It Dee Threesday all this day fine breezes & passing down 28 Dec Wednesday first & Smiddle part fine Beerges & passing clouds all Sail Set by the wind Satter Spart fish winds & Squally light Sails furled Igth De hursday first part fresh winds & passing clouds with Squally rain.

middle Squally rain.

Etter plant fresh breezes & passing clouds to get bouth this. look gloomy. 30th Dee Griday first part fresh breezes & cloudy piddle Moderate & passing clouds all sail Satter part morderate passing clouds all sail very bad chance to get South, Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Captain

						MATERIAL PROPERTY.		MACAGE AND A				- Oupote		HOURS		XYTATAC	
	Date.	Hour.	FORD E FORE OF THE	LONGITUDE.	CURREN		BAROME		THE	EG		FORM DIRECTION	*PROP. OF SKY	OF FOG A. RAIN B.	MAGNETIC VARIATION OBSERVED.	WINDS.	Theis an
	31		24:05	24.17	Direction.	Rate.	Height.	Ther. Att'd.	Air.	Wat'r	01	F CLOUDS.	CLEAR.	SNOW C. HAIL D.	OBSERVED.	Direction.	Rate.
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		4												COLORS OF STREET			2
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	2ª	8)				5			3-5			the -	A 435	1		p and the second second
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AND ASSOCIATION ASSOCI	-	3		1 10	1				econografication and constraint		8		100	1/2	es elec	6000	5
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							NAME AND ADDRESS OF THE PARTY O										- Succession of the succession

31 Dee Saturday all this day morderate breezes from a possing closud at 12 mpm tacked to Weller. 19t January 1860, all this day light winds & calms pleasant Weather at 12 h calm. prospect looks bad. It January Monday all this day Calm pliasant weather Ly trues day Jameany Hedrackey, first & med alle cafin & pleasant the Barometer is rising I think I have got the trades I expect to have them fresh tomorrow if I get a feel miles more worth. 4th Jan Wednesday frist part light winds from Earl's & plusant Latter part fine breezes Ear & pleasant all sail set 5th fant Thursday, first fine breezes to passing clouds middle light squalls light squalls Jand Friday all this day morderate breezes A pleasant her theind from wite. to E. a. E. I ought to have Strong winds her Jan Salurday all this day fine breezest from Ell Eto 8th Jan Munday, all this day Amorderate breezes and pleasant weather getting along very slow heavy old sea from the 15. Er. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

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		Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETE te. Height.	THERM'R.	AND DIRECTION	*PROP. OF SKY CLEAR.	OF FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	WINDS.	Rate.	
	Jan	91	4	100		Direction. Ra	te. Height. A	att'd. Air. Wat I	ell This		HAIL D.	1	6.9.6.10 9.6. E	5	9
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len		10	3		id.	· see	light	day	ed the		01		6.9.8.	5	10
			9	60-201	31:07	deor	0062		0.0.	1.			6.9.2.	6	
		Noon.	3	6 300	051-07		27,100	8481	Cir. In.	4	lay	heore	696		//
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		Noon.	12	4.00	32.27		29.098	85 82	bi Gt	5		Lan	9.6.	6	
		12	8,	Casan	J. K.	3	3	1	a fit air	1. 12			9.8.	5	10
		Noon.	9	1.49	34.39	West 3	2. 2. 9. 09	25 89	Eir It	5	AND STATE OF THE PARTY OF THE P	Just	9.8.	5	
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		13	4 9	5			1	34	0 0				J. E. ley, S.	4	
30			12	0023	36.05	West 1	25.888	85 82	bir, on	5	70.000000000000000000000000000000000000		S.E.by.S.	- 4	1.
		14	8		223	الدف			walls in				6.9.8.	4	
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			9	5 10	20 41	40	4000		0 601			24	East	5	
		Noon.	12	5 16	3821	W J	25.88	83 80	Cum Str	1	10 1	all a	6	8	1
		16	8								B 4	R.	Cart		
	•	Noon.	9	5.060	40°12°		29.94 8	83 80	Cum Str	8.	B4	112	E. 60/6	5	
		17	3		Til	7 37	S See	a fellow	i ordi	0	B4		W.E.	8/2	1
	- ACCURAGE	27	9	7	13000		29958		Cum He	0	9	7	es 8	7	
		Noon.	3	701	40,16		27/08	3 80	Oun Ite	1			EN.E	6	
			8		The same of the sa	MENTAL CONTRACTOR STATEMENT OF STATEMENT STATE	C.C.F.S. SECTION CONSIDERATE CO.S. SPRINGER SPRINGERS	Manage Moral State Moral Control	SET SHOW A SERVICE OF THE SERVICE OF	nga Ilao aya	Total Control of the	tran moon in		ACTION AND ADDRESS	

It Jan Monday all this day fine fresh trades to pleasant weather all Std' sails set getting along finely To January mesday. all this day fine fresh trade winds De pleasant passing cloud all studingsails Set. going finely. 11th Jan Wednesday all this day fine fresh trades & pleasant weather wind from 8.9.8 to 9.8. at 9 am hade Gernando Norono bearing w. al. M. at 12. M. the Gyramid for el & dist. 8 miles January Thursday first part fine breezes & pleasant fine breezes & pleasant all still sails set January Friday all this day morderate breezes & passing Cloudes heavy Sea from G. E. 24 Miles West current. 14 Jan Saturday first part light airs & S. E. to . G. E. parmy clouds. Amiddle wind variable 6. to G. E. Squally much rain Latter part specally rainy wind 6 to. E.S. 8. verry close outtry the Barometh flutterating throwings for the raining Bett. I spect shall not expect to se it high to steady until about, hed? San Trinday, first I middly Synully wind Gel, E, to & Sattle part fine fresh breezes & cloudy heavy sea from white for Monday. first part fresh beerg & morderate Squally to raing backer fine breeze & passing clouds as Barome tenfluctuating one 30th, all this day heavy old sea from the could Jan Jones day first part fresh trades I squally heavy rain of 6 p.m. squally strong breezes heavy appearences took in light sa winds h squally Sylvally pot so much round heavy dea Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

			The second secon				F I POST OF THE PARTY OF		-			V DD OD	HOURS	Committee of the Commit	WINDS.		
	,mag	Hour.	LATITUDE.	LONGITUDE.	Direction. R		BAROMET Height.		THE	77.5	FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	Direction.	Rate.	
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	20	4		0,00	anni 8 B	7	3000				Vincondo		1		(00		
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		9	1 40 1 01	1 sell co						3	0.		6 (62	Clare Constitution	09		
	Noon.	12	17.25	5728	11/2		3000	83	80	,	Circus	7	TORSE STATE OF THE	Eda	10,6	5	1
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	1	9	16.48	5953			7.				Cirres		1.	10	Cast	1	
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	24	8	6000	Erenol.	The state of the s	5.5	- Me		N. S.	36	I find	100		day	East	4	
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	Noon.	3	20 70	0 20 00	100/2		90,00	0.1	10		don d'in	-		tay.	N. Gast	7	
	25	8	as files	t verse t			ea				K finer			+16	W. 6.	4	
	Noon.	9	22.28	6449	w	<i>b</i> .	30,00	81	79		bi In	6		372	1/2	4	
	1	3			e acc			1			an on	1		10	BIG	10	E-
	26	4		Jan Jan	ده و	21					Chiago aller	30.54			il. 6. to EN	6 3	
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		3		0.420								6	And the second s	70.	CV. B. la G. CV. B		-
	Anna de manda esta de la compansa de	S. S	SECTION OF PROPERTY OF THE PRO	MERCHANICA NA SAMECHANICA SANCE NEL LECUM COM ARCCANACIO, NOS CATALONS	MICHAEL MICHIGAN CONTRACTOR CONTRACTOR CO	L was also been	Walkerson Company (U.S.) (Section Co	The second second		W DESTRUCTION OF	THE TANKS OF THE PROPERTY OF T	raffiction av			STREET, STREET		

24"

From fareary sed from at to at Strong tide rips from 8. to the arm. Juneary all this day fine fresh trades from N. E. to G. CV. & the light object occationally. all Ital Sails set going finely. If think I am in the dother vercinity of the Equatorial Cloud viny large quanties of fish few berds soo weed seen on this passage the weather has been so squally it is different to say whether there is a current or not January all this day for fresh trades to passing clouds all studing Sails bet westerly courset 18 miles pleasant weather It farmay all this day fine fresh trades & pleasant Heather all Ital Sails set. going along finely ho weed seen yet plenty I Fish ho birds January First & Smiddle from fresh teader pleasant weather sparsing clouds. Sattle part more morderate pleasant all Std Jacks. Det. Geatening bunches of Gulf weed the first seen for the persage getting along finely. Henry of Wip Wip company 23 d January, throught this day morderate & pleasant wind from el. 6. It oast conceterable fresh weed smooth Dea all studing Sails that Itaning it I p W pr compass, panuary first V middle marderate East Wind and pleasant all Ald Dails set Latter part Mind N. 6. morderate & pleasant some hunches of Bulf weed. To fear I have about fort the trades. allthou the slass keeps up & sleady. withip the January first fact horderate & pleasant wind a & middle fine fresh breezes for a few hours w. E. passing clouds Laller part morderate wind of & heavy old sea from North bunches of Gulf weed the cloqueds took as if the trades are about don but the Hass still keeps up to steady, N. W. p. W. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

			y Crau	all goath s) A		CURREN	TS.	BAROME	TER.	THEI	RM'R.	FORM	*PROP. OF	HOURS OF FOG A.	MAGNETIC VARIATION	WINDS.	F. radio
	Jas	Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Att'd.	Air.	Wat'r	AND DIRECTION OF CLOUDS.	SKY	RAIN B. SNOW C. HAIL D.	OBSERVED.	Direction.	Rate.
4		200	4	· pi	le, le	1	3					1 in	1	1Bhow	1	W. b. To b W.	3
	3	Noon.	9	25.05	68.17	28	1/2	30.00	81	78		bir. Str.	5	A DATE OF THE SECOND PROPERTY.	ÉEE	6. to, J. 6	4
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	gias	Noon.	9	26.44	70 33	20	1/4	2997	77	74		bir It	0	AND DESCRIPTION OF THE PROPERTY.	in the	S. W. W. N. N. N. N.	15
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		- 33	9	37 40	7007	9 mg		2444		Ces	2	birus .	6	6500	1000	chelo.	6
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		31	8)	1					1383	-	Lun	ched 6	1
			9			COA (7	0.	1333			0	
10		Noon.	12	30°03	76°25	Sell	3/4	30,01	75	72	72	Cirus	8	-MICHELE REPRESENTATION		Gast 98	4
	Tel	1st	8	A STATE OF	Difference	9		30,00				got in the	100		0000	Youth, 992	B
			9	2 1				29.90		55	73	1100	10	AMERICANALISATION	1	W. estat.	8
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		1d	8	mil				29,95				torin	1		1. 1	W. W.N. E	9
		1,	4	Jane C.		T.		30,005	3.3	X	68	in to po	1	EXCESSED STATE STA	100	ev! eved &	8.
		Noon.	12	32.10	N. S.			30.02	57	The same		Theological	4			cotto	5
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		5/3	4		3. 4			1			,	June 1	Jase			ACCUSATION CONTRACTOR	
		Noon.	9	4 1/	22 30			300				1			Beech	Laller	
		12	3	11/2		X	1	1	3		1	Theo de	Z.	1	1	1 June 10	CONTRACTOR OF THE PARTY OF THE
		**	4		(8,	1,8.		3 10				date in		Annual			
		Noon.	9			Etc.	al.	100			N	en I tu	1			James .	
		NOOH.	3											1			
			8						National Programs			n noon to S P. M. " First Par.	gs call from	W - Harris	s at acon or u		

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From Ris de Janeiro to Charleston G.C. 1880 REMARKS. Middle morderate wind it. 8. to & cloudy showers of lain Satter part some 6. to 98 mordante pleasant quanties of weed Tanuary Tirst part wind from I, E, to, I, the pleasant middle wind I. W. passing clouds light esqualls. Sattle part, at Jam. Squall from ch. I. Itakea ship at 8 wind ched, W. at 10 worth cloudy to showery high sea. I greatly had appearences. Main Top 9. Theil set. light sails in. January first part strong winds North to wies, E. clouds rainy middle fresh winds will, E passing clouds heavy head sea lay latter fact fresh winds Not, & pleasant not so much sea large quanties of speed. I. W. convent at least I knot 30th January first part from beerges from N. E. bad head de Inidale morderate all Studing Sails set Latter part light airs from N. N. E. smooth sea much weed. January. all this day light airs & calms. ages from al. o. to. East constrable weed. ofference of a Storm before long. Jebuary first part going S.E. pleasant from breeze at 11 South first at 14 a. m. I'm at, 5.W. at 6 West fresh gales at 8 allor gent clope reafes top sails at 12. m. wone of out wore this to the west heavy Dea heavy Igualls on the July about & a. M. water 73° It hebrails first part heavy Bales worth, to, N. C. T. Winder I close reafed topsails heavy squalls to Toward. Sattle part morderate at 12 all sair set at 8 am. passed out off the Gulf stream Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Brice Captain James Brugers

i		The same of the sa	THE RESERVE AND THE RESERVE AND THE RESERVE AS THE		C DV SIRLINGS OFFICER, THAT I SHOW	WHEN STATE OF THE		CONTROL NO.	-		ACCEPTAGE TO SECURE A PROPERTY OF THE RESIDENCE OF THE SECURITY OF THE SECURIT		HOURS		WINDS.	
	Date.	Hour	LATITUDE.	TONGITUDE	CURREN'	TS.	BAROME	TER.	THE	RM'R.	FORM AND DIRECTION	*PROP. OF	OF FOG A.	MAGNETIC VARIATION	WINDS.	di spatt
,		00 07	polo a tolevil	LONGITUDE.	Direction.	Rate.	Height.	Ther.	Air.	Wat'r		SKY CLEAR.	RAIN B. SNOW C. HAIL D.	OBSERVED.	Direction.	Rate.
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- Commence	Noon.	12	3154	17:00			1.9.00				Cam Oh	5-			ally o	7
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	Noon.	12	30045	20010	South	1/2	29.9				bonne Str	5	* Control Control Control	K. I	aforth	5
	20	3		11	1		.)			1	in it to		Sa. St.	c ly	141	0,
	13	8			->				i.			5	A STATE OF THE PARTY OF	1	cs/h/	3
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	Noon.	12	2/20	241	Jouth	1/2	27.89			1	beun	7			CV /V	1/2
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	15	1													worth	
		9	1									7			NE	MACHINE CONTRACTOR
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From Messina to Boston (o.____) Jan 8th REMARKS. 1861 got fine breezes from the will to pleasant Pall sail set fine breezes frist part from breezes to pleasant all sail by Middle N. W. W. pleasant & Morderate Satter part fine breezes North Std. Sails set pleasant oursent to the G.W. about 18 miles. It & passing clouds all Sta-Sails set. at & single reefed Top sails farty furled light sails father part fresh gales heavy sea passing clouds. W. pr compass Il Juniary all this day fresh Gales I heavy Sea from My. O. passing clouds Double reafed Topsails & reafed m. Sail. passed medacia without sering it thick It squally. 12th far Gatterday first part front breezes & passing clouds at h.P.M. Set whole Topsails & Top Salant July & whole mobile Model from the North Latter part squally at 1 am. set Ild sails at 11 took them ex Jameary first part fine breeze to passing clouds set Statistics Is Showers std Sails in Satter part light airs Wel W. pleasant sea smooth 4 appearently on the Doldseems between variables & Trades, In Jan all this day fight airs from West to worth variable light squalls passing clouds at 8 a.m. set slud Sails outs if I was I degrees faither south I think I should have them 15 Jan all this day light airs w to gle. It pleasant how more singer of trades than there has been I ought to have them here beinds brief birds be weed. ist I middle light airs No. X calm fine & pleasant des I should say there has been a current the this day. Tam much glisapointed in Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Captain

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	Date.	Hour.	LATITUDE.	LONGITUDE.	CURREN		BAROME'			- CC	FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	Direction.	Rate.
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Ja

to Boston From Messina REMARKS. January 1/1861, SKY CLEAR."

O Entirely overcast.

10 Not a cloud to be seen. am 17th first part fine beerges from I & to South & II Who squally middle fresh bleege II to rain & squally at 13 am double reafed Jopsails heavy rain & squalls. Tatter part fresh breezes North Top Sallant Sails sel passing clouds 18 Jan first part fresh wind worth passing clouds thather, (no signes of trades I ought to have them here Jathe part South fresh passing clouds light squalls for the grant To fin first part fresh breeze South passing clouds, Middle South Syrially heavy rain at I ach. Wind it. W. at 12 double reals latter part it. h. morderate heavy old sea from a Wind passage It yan 1861. all this day light cers from of The calms passing clouds heavy sea from It. The Dingers of trades. I ought to have them here certainly I am all most discouraged satter fact calm heavy sea week Is fan 1861. all this clay light airs from the E. C. E. T. E. S. to E. S. E. S arence of trades except the resing of the Glass. If have Not seen Weed for the parrage, shouls of Fin back Whale the first petrel seen to-day the prospect of winds from eny quarter I am allmost dischouraged nothing but culms bothen shall I get a breeze. Lands-men Dray Fily Me. Jap. first & middle light airs & calm 98. 892. 1. East cloudy. Sutter part morderate breezes from W I With passing abouts, a hald chance ty get to the Westward, I am dreadful nehle I have treed hard & don hothing but "Whatever es, is Bight" Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Ocean Brice Captain Jo Burgeso

Date. Hour. LATITUDE. LONGITUDE. AND DIRECTION SKY RAIN B. OBSERVED	Ì	D	240		THE PARTY OF THE P	CURREN	TS.	BAROMET	ER. T	HERM'R.	FORM	*PROP. OF	HOURS OF FOG A.	MAGNETIC VARIATION	WINDS.	Then: 1
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From Mossina to Boston January 1861 (middle light - squally et al by Satter part morderate worth, heavy sea from a the passage If for all this day morderate verye w. to el it is passing about all sail set. If hope this will prove the trades at last not so much it we sea. No fish birds or weed. 18 Jan all this day light breezes wit & passing clouds Thoughty worth calling trades no weed seen yet. where is it no wind calms & state State I ought to be 20° father W. far all this day tight winds will E. I passery cloud very Comall trades these saw a few bunches of med one I few light squalls hardly worthing the name of trades. I hope for the better a long passage at the hest The first of huddle morderate & parsing clouds few bun-cherof weed. Latter part fine breezes, it how looks like WE trades all stat Sails set. saw whales current to the Stos 12 miles. the Barometer steady & has been for some days. Il fan all this day morderate winds NE. Ed E. & East pleasant Home bunches fresh weed of flying to N.E. light Trades I hebruary. all this day light breeze cast & pleasant quantres of sulf riced smysoth sea very light trades all stearing sails set makering show progress. I defricary firts part light airs & E. middle calm 6. Ed E. through the pight lightning from the It. to doth, at 9 am squall of Thursday Sightning to rain from eld h. It alter spart fine breezes from wet to Cloudy, much weed Met first part fine breezes will a passing glouds to light squalls much Lightning from at 8. Lat 4 lain at fight spills much Lightning from at 8. Lat 4 lain at fight spill in at 9 double reefect sopsails reefect m. Lais I tereffice squalls from North heavy sea Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Cocan Bride Captain James Burgest.

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Thebruary REMARKS. 1861, Middle fresh Sales & heavy squalls high sea Latter part less wind, squalls lighter, high sla abundence of weed I'll coursent 18 miles abundence of J. Fish. at 12 h Let single refa Topsails & reef out Mr Jail. 5 th Debruary, first part fresh breezes Now 8 th squally Middle & Clatter part fresh breeze & passing gloud. Old Fashion All Frades. abundence fresh week. Fish all sail set. debruary. all this day prorderate breezes I. E. & passing clouds abundence Gulf weed to Fish I feat the trades are about don dather part verry light breezes. The current Fet all this day light airs from it 8.6. 7 6 6. passing clouds the trades are evederately don. now for worth the westerly winds 8 M Hil all this day light aiks from I. E. P. W. E. pleasant. few bunches of Wweed. The weather look Throrderate & pleasant, one would Suppose that it here slormed here, but I know better I shall expect heavy winds before long. I am making a long passage first part light breezes clouds in the west. at 8 PM squally in all light sails at I heavy Sale close riefed Topsails to respect bourses furled M. Jail: middle More morderate turned one red out of Topsails set The M. Mail. at 9 a. M. heavy gale. close reefed Topsails furled courses. Jult's part strong Sale Barometer going up. to tet. all this day throng Jules from of E. A squally Back under tigo close reefed Top sail to stay Sails prakery butifull weather the Barometer, high & fluctuating about one is the I have never known so high a Barometer in so heavy a Jale I think the Sale about broke. the moon changes this after nover look for a change commences with presh Tales heavy squalls to heavy sea middle More Morderate set reefed Fr. Dail & Mr. Jail. Sible & Stant Sutter part I more misiderate still fresh breezes some old weed Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Captain

· Anthronous consumers	Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS. Direction. Rate.	BAROMETE Height, T	R. THERM	AND	FORM DIRECTION CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	WINDS.	Rate.
sel-	18	4	QA,	OA.	30 ne	30.05			less	3	HAIL D.	45.23	South "A. H.	1
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	Noon.	12	34°24	69.33'	30.06	3000	16660	Chir	Str	3		1	9 E	5
	15	\$ 4 9	DR. 37°24'	d.A.	257	29.8	7	3 2 0.		0			G E	6
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	16	4 9				29.8	4	2 for	CH	10	200	700	(3 2)	6
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	Noon.	9	2000	Es tes	,			100	The state of		1	- 3	AND AND THE PROPERTY OF THE PR	TO. OCCUPATION
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	Noon.	9					9 02	1	in the	12		la la	and a company	
		3								he !		-	an according to the contract of the contract o	Aller and the second second
	Noon.	9	18.8	100	2 X				24	Jan Jan		3		Taxana Carana
> .	O COLUMN TO THE OWNER OF THE OWNER O	8					777		aidela de la		- 651		a fine t	000
- Allerton	Noon.	12		1115	, , 3			1						
		8			DESCRIPTION OF THE PROPERTY OF	ALL AND THE CHARLES AND ALL STREET, AND ALL ST		First Part."		a med fine as		To noon		

Messine no Boston Thebruary REMARKS. Corrections, Between first & middle fresh breezes South & parning clouds from 14 to 8 a. in. calm rainy few bunches of weed. 14 Feb. all this day morderate breezes South & S & Mostly cloudy showers of rain concertrable weed in scatering bunches no Birds no Fish. The weather looks gloonly a storm soon. feb. frist & middle fine breeze 98 5 988 parring clouds latte part fresh Gales South himy sea in the Gulf Othering Much bette weather at 8 made single ref Top sails middle of latter part fine breezes of pleasant all sail set at 12 hi. in 25 fathours water on the back of Nantuckett Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bush Ocean Bride Captain James Busgess

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		TER. THERM'R	AND DIRECTION	*PROP. OF SKY CLEAR.	SNOW C.	MAGNETIC VARIATION OBSERVED.	WINDS.	Rate.
2.8	4	A sea a		Direction. Rat	e. Height.	Att'd. Air. Wat'			HAIL D.	1	W/h/ ia	7
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	4 9		(103 pl				0 0		- AND DESCRIPTION OF THE PROPERTY OF THE PROPE		wast who who	300
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	3				0000	777572	ove su	0	***************************************		ambleman allesse known and a second	(1
5	9				30 500						g	6
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6	8								//		Syn	5
Noon.	9	37°06	4950	North 1	30,014	76 74 70	bir It	3			4/99/2/	7 4
	3						Should the Mark St. 192				enamenth all commences and a second annual designation	

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From Boston to Gever La Plate. 1881 REMARKS. May 28 Yea accord 8 "Prop. Sky Clear." 3 Entirely overcast. 10 Not a cloud to be seen. In may Sea Met Decederation at 2.30 P.M. Vischargea Pilot & proceeded down the hay fresh Sales & pleasant Set all Sail middle & latter part morderate from SE to SM & all wound the compass passing clouds & gloomy weather all Sail set Smooth sea Satte part peasant Fireday. all this day light airs W. 1 W. G. W & pleasant all sail set getting along very slow but share I get of the Sulf Stream 680 June. all this day light wirs & calms M. E. S. E. pleasant Jew verry smooth such a steam Ship Stearing west getting along very slow. June Chunday first & Middle light air & calms & 98. 8.

pleasant Sea smooth Satter part morderate & W. d. all

passing clouds & light squalls in the Gulf all sail set by the wind I I fune first part morderate North parsing about Satter part fine fresh breez of & passing clouds all sail set June all this day fine breezes & S. E. I South passing clouds light squalls with showers of rain all sail set head sea June. all this day fresh breezes from I. to I'll passing at & Let them fresh beseges passeing clouds lough head, sea then appears to have been a NE oursent of 3/4 a mile per hour Frene all this day fine fresh breeze III I go It of the Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Bride Captain James Bringers

			AND THE PERSON OF ADDRESS OF					1	1		£.			- CONTRACTOR OF A STATE OF THE CONTRACTOR			
	Date.	Hour	LATITUDE.	LONGITUDE.	CURREN Direction.		BAROME Height.	66/		ANI	FORM DIRECTION F CLOUDS.	*PROP. OF SKY CLEAR.	OF FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	WINDS. Direction.	P	
R	1	4	111	200	Direction.	nate.	Height.	Att'd.	Air. Wa		1 1	3	HAIL D.		Wester	Rate.	1
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to Hever Plate 185% From Boston REMARKS. June 7 11867 {"Prop. Sky Clear." 0 Entirely overcast. 10 Not a cloud to be seen. June 1861 Friday. all this day Inoulerate breezes WYW. I Well the worth to passing clouds. I light squall of rain Smooth sea all sail set curent to the worth, June all this day light airs & calins of the It pleasant all sail set sea smooth. Current South & Miles June . Sunday, this day light breezes I'M. Theusant all I sail set smooth sea convent to the East 24 miles afrindence of weed. a Brig in Sight Stearing & E. the obos makes me 30 or 40 miles to the cestivara of the reckning. There must be a current not noticeaby me before. June all this day fine breezes I W. I pleasant smooth sea all sail set. large quanties of fresh weed - I June all this day light breezes to pleasant I.W. smooth sea few passing clouds My Gulf weed. two sail in Sight. one stearing to the of E. the other Ily E. Fourteen days out of no farther along. June. all this day light airs to 5 th pleasant all sail set two sail in sight Stearing I by Fifteen Days out. Tought to be in 20° 18 June all this day light airs & calins W 9 W. sea smooth five sail in sight stearing South few like a breeze than 24 hour sines. Sixteen days out June all this day light with I calm it W. calm. et E. middle esqualls of rain, at 3 P.M. Spoke Bark Scotland of Boston from Cuba for San hearleises 30 days out. Latter part sun verry sealding, scalering bunches of weed. two said in sight stearing South. It days out all this day light airs of 8. Ed 8. bassing clouds. Middle & Saller part overcast & smockey bunches of fresh weed. one sail in Sight stearing I by bart Morderat Ec & to East smoothey & overcast smooth sea all sail Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

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	Date.	Hour	. LATITUDE.	LONGITUDE.	CURRENTS.	BAROMI			C. CT	FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	OF FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	WINDS. Direction.		ı
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From Ther. in use, No. REMARKS. June 1861. Middle morderate EN 8, in company with the Teotland. Satter part East morderate pleasant scattering weed all sail If June all this day fresh breeze Ely G. E. Go. passing clouds & pleasant all sail set by the wind. all but it 8. trades in company with the BM Scotland. 20 days out Isthe fune this day fresh breezes first & middle 96 fresh passing cloud light squalls & smooth Lea. all sail set by the wind satter part sund 6 pour fresh passing clouds. Some sea the Bask verry crank makes leeway. It days out June all this day fresh breezes & by el plusant passing cloud rough sea Royals in. light squalls. Smokey appearence no meed. no his. no fish. No Sails in Sight. 20 June all this day fresh breezes EN.E. Moskey opperence passing clouds. Some seas light Sails in Strong breezes Bark cranch 23 (Days Out. Hall well. If Imme all this day breth breeze oll, 6. & passing clouds through the day bothrookey. & Thight Foggy. no fish. no hards. no weed. The Sails! 24 days out. June all this day fine fresh breeze mostly & c. 6. passing at 12 M Saw Two Ships Stearing worth. all sail set by the wind. Steading 6.9.8. 898. 23 Anne first part light breezes calms rain squalls. Sain squalls. Sea from all disections Sut by the wink current 36 miles 4. 9. 8. several sail bound worth June all this day light airs & w E. co E. Well & pleasant pers clouds. sea from all greaters. all Std Sails set. a Sch Steamy & & no fish no birds. curkent 12 Amils East. 27 days out. breezes NeV. 6. pleasant passing clouds all istearing Sails set Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Ocean Bria Captain MAGNETIC VARIATION OBSERVED. *PROP. OF. SKY CLEAR. FOG A.
RAIN B.
SNOW C.
HAIL D. AND DIRECTION Rate. LATITUDE. LONGITUDE. OF CLOUDS. Direction. Rate. Height. Ther. Air. Wat'r VI Lat. 26 B4 29.94 83 8180 Eis Otte 29,96 85 84 80 bir Gt 29.09 81 83.80 Ein It 29 12 6.50 2123' North 134 29.93 83 80 80 6ir Ste 30 22.51 698 3/ 29,95 89 80 80 Bir Sto

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Noon. 12 3 58 24 05 Gouth 14 29.97 84 83 80

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South 4
South 4

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to Give Plate 1887. From Boston REMARKS. June 25. 1861, 8 "Prop. Sky Clear." O Entirely overcast. 10 Not a cloud to be seen. Latter part wind I S. S. I. If the raining at 11 Jucked to I.S. 28 Lorys Out. the chance looks Dubrous just now. June first & middle calms fresh freezes heavy squalls E. J. J. J. J. and all around the compass heavy rain hale sea from & E. latter part light airs & balons S. H. It. one Ship bound south casterly current. If Days out. the prospect boocks bad. bust part light airs & galms heavy rain, Middle fine at 9.30 am tacket to I'm high sea all day from 6.6. Some Lightning in IE. the wind has a trade like appearence 30 (Lays out. first & middle light airs Sty 6. & South passing at 3 a.m. tacked to 88. Some sea from South this is a hard chance some. 31 Days Out Jane all this day, fine breezes II W. Squally & rainy heavy sea from South. light sails in the courent that set good breeze & made but 6 miles South. a hard chance surely 32 Days out. June all this day light air of & W. Healing Squally with light Daily in Stood 20 hours to f, at 11 a.m. light air it to heavy rain, 33 clary's Out. Fray Fely me. Leely this day light ous & calms with SE. South. I having it seams impossible to get to the south. The light airs are only enough to stem the overent. heading South I make a JE course. 34 Day's Cat. Current to the tel & 20 miles Aprly 1861. This die fine breezes I'm I'm Satte part South Jane Iflying Fresh. current 20 miles 6. 8. 8. weather very cull 35 Days out. hard chance to get South. July this day morderate breezes mostly South passing clouds blessant weather few light squalls. Satter appearence, consent 30 miles South. I hope the worst is over. I hish. A. Seiff Jacks. have been wonderfully Favoured by a South own heading 1115 11. I make a It. course. 36 days out. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Back Ocean Bride Captain Ad Burges

	•		stract Lo	g of	rass		Del	ar	20	CH	ld	Сиросо			HOURS		WINI	os.	
Dat	te.	Hour.	LATITUDE.	LONGITUDE.	CURREN	TS.	BAROME	TER.	THE	RM'R.	AND	FORM DIRECTION	S	ROP.	OF FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	Direction.	,enolib	Rate.
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From Boston to Aner Plate 1881 REMARKS. July 4# 1861 July 1861. all this day fine breeze of 9 o. pleasant passing to clouds all sail by the wind. I think I have the trades at last Current South 12 miles few I Fish. Topped strong trades for a few days the Plass is rising a sure quide. 37 Days out. It fully all this day fine breezes II8. I pleasant passing clouds getting along finitely. a conit in sight the 3 of 4 last Evening in the west W. tvery beight. 38 Days Out. I hear the Line. Inhy all this day fine fresh teades I & by 9. to 998. plasant at 9. P. Mr. on the Equator Long 2808. 38 days 9 hours from Boston latter part fresh bedezes some sea. unless the wind cants I connot fetch to windward of Fernando Norona Current 20 Miles West. July all this day fine fresh Frades 996. to 98. pleasant of getting along finely to Coursent this Day. the work conting to the Eastward. 40 Days Out. & all well. July all this day fresh trades 6.9. 8. passing clouds & pleasant Agyals in F. Fish current West 36 miles. well to winder Jemando Narona gowing along finely by the wind. July all this day fresh trades 68 8 78. pleaset ight sails in by the wind no free breezes for me. at 10 a. m. passed a bythe stearing Gouth by the wind. Current to hiles the comet on dight mights it is bount South at a great rate. to fully All this day fresh trades & pleasant westher light sails, in, by the wind of course, no Current the wind havy, obstantely to the South expect it to cont soon. The Comet still in sight bound south July all this day fresh trades of pleasant bad sea. light sails in wind hang for to the south at 14 miles hest bring stearing dolth. It Days Out. first & middle fine breeze 99 & pleasant Satter Sport South light cloudy all sail by the wind of cours Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Brice Captain Ja Bringess

Ì					anan)	, land	X3(0) X3(2)	(Days)	0.3417		*PROP.	HOURS OF	MAGNETIC	WINDS.		
	Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS			THE		FORM AND DIRECTION OF CLOUDS.	OF	FOG A.	VARIATION OBSERVED.	Direction.	Rate.	
	13				Direction. Ra	ate. Height.	Att'd	Air.	Wat'r		CHILIT.	HAIL D.		49 4	2	
	VII	4	1000 F	trans.		16	1			2	3 6			(18	1	
	Noon.	12	1507	3546		3008	5 79	77		bir It	5	memorana, nacenaraman		76	2	
	South	3	.3.10	3708	د ود					es recorn	245	7.6		G 3	3	
	14	8		Basser									. 4	398	31	1
,	- N. S.	9	1 600	the son	3	see /				De 702 5				(19	1	
	Noon.	12	1704	36017	1	30-09	80	78	33	Ein Str	6	Marine and the same	1 12	20	4	
		3	Cara. 1		170	12 19	91			Time to	254		he a	96	4	
	15	4	Lion		day		. 8	83		into draw	-03		i out	98646	4	n
		9	10.0 h.	376	C	7034	1	3.5		f				069	1	
	Noon.	12	19 22	0/00	Douth 1/2	2 00.014	86	78	337	Cirus	03		22232	C. S.	randamenta	
3	16	8		131	1	Eak					5			698	4	
-	70	4	The state of	0:74	3	- 233			7					698	4	The state of the s
	Noon.	12	2103	3800	3	30.01	280	78		bii In				98. 9. 98. cal	a l	
0		3	loades	D Fire	403/	8 %	. 8			The first	lag	Section of the sectio	12.79	108		
	17	8	27		6600	9	\$			Survence !			1	96	3	
		9		200			0		31		1		1620	Best	4	
	Neon.	12	24.47'	3858	6 1	30:01	\$80	78		bir In	5		1,1	WE	4	
	6 64	3	100	1 2 .	1 1	100	3/2	1			3/1	· Peo	Jane 1	19	7	
	18	4		Gart .	200		1	10		ilt hein	3/	100	+	CN E	3	-
		9	21:06	10000						bi It	1			0 04 0	CHECKEROLOGICA	-
	Noon.	12	2400	40.000	desan	00.013	79	77	1	Ou Itr	4	,	,	w. N. N.	2	
	15	8	a soo	to en	Jours		1			destante		1 34	co, c	10 Calina	9.	
The second second	1/	4	Some	3) bed		Red	A. Carrier		2	the Come	1		1 3563	998	5	
Contract of the last of the la	Noon.	9	2506	4/005		30,014	75	7.3		Ei Gh	5			(0 1	1	
-	5000	3	00	1	1.6	001017				out ou	9	-	100	South	4	
	20	8		100	100	all ?	90	-	34	· Com		The state of the s		99 W	2	
-		4 9			21 2	1	100	5	3	Lype T. n	1		. 2	South	2	
	Noon.	12	25.56	42:55"	South 3/4	1 20.015	74	72		Eir Gt	6	1010	John Comment	999	2	
PART COMMENS COMM	h	3	,	Carrent	100					all me	Beer		7	400	2	
Charles Laboration	2/	8	No No.	and had	Est.	(ر	1	,		efft cloud	1		hast	998	2	
A CHARLES AND A CHARLES		9	D -o -	100/20						0	1		- 1	98	3	III I
	Noon.	12	2/8/	404/	South 3/	4 30.0/	3 74	72		Cir Su	7			East	13	
		8														
L										minoon to S.P. VI. "Physician	où liao ayao		n no noon or i		-	
																-

From Boston to Aire Flate 1881 REMARKS. July 1801

Sentirely overcast. 10 Not a cloud to be seen. Hely 1861. Middle & Satter part light breezes & ho trades. 46 Days but. the wind hangs to the South. 47 Days Ont. July this day morderate breezes 48. 986 8. 698. pleasant all said set old swell from the 189 4. Lish. at 8. a. M. Set Top must Statefail first time for 20 Days Toutherly current 12 miles. 48 Days Out. to lay. 49 Days Out to no farther along. bad buck truly. we passing cloud light squalls of rain no current. the puly first & middle light breezes et o. I passing clouds Tall Offering Sails set . Latter part w. of 8. co h. pollins. It & heavy rain squally appearences, the trades have don't I have had any! I have had 3 days strong ISE wind A that is all the trades I have had, at 12 a clippe in sight Hearing in 8. 51 Jay's Out. In fully first part light airs w W. W. St. & calms fruitable & latter part fresh breeges 998. 98. passing clouds the air is dry to Barometer high bad prospect in view Anine has been an un comon hald chance. poor trades both North & south the Sine . 52 Days Cout. I ought to been there now. To fully frist part light breezes 99 h passing clouds middle South light Spleasant. Satter part 998 light pleasant Current light set South, 53 Days Cout. I no faither along. July this day morderate breezes 996. 96. 7 6 ast pleasant stommodails still Coursent to the south 18 miles 54 Daysout. all well. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Brile Delan Captain July Bringers

				0 0			BAROMETER.		THERM'R		TOPAL	*PROP. OF SKY CLEAR.	SNOW C.	MAGNETIC VARIATION OBSERVED.	WINDS.	Ther:	
	Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		777		18,37.5		FORM AND DIRECTION OF CLOUDS.				Direction.	Rate.	
	22		COLOR A SOME WELL		Direction.	Rate.	Height.	Att'd.	Air.	Wat'r	Of Chocks.		HAIL D.		M.P.O.	5	18
	VII	4		legh							1 300		- 7	Do.	Do Jan.		
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	Noon.	3	The of	11 20 4		1	29.8	62	60		bum It	4	Tee's	35	10020		01
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1	Noon.	3	0100	4/07	277	17	30-3/100	64	62	- 1	ongu	6	1	7	1. 1/10		
	26	8	ne.	1000	5		7	9-9-8			Margaret &	10	-	193	2/99	5	
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e.	- Car	9	20059	48.20	3 13	28	2333	1	10	14	D. (24	8	1	1524	MARINE TO	5	
	Noon.	3	0200	70 20	South	1/2	30 05	64	62	1	or gu	8	,		W CV		
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	2/	4	e that	i depi	· 13		30.05		31		i had a	9		is de.	The will	5	
		9	71'17'	1.60 /7	11			0	1		Str	9	, ,		March Fill	-	
	Noon.	12	04 11	49:17	- Jouth	op	30.03	66	64		Du	9		1		0	
20	28	38	1	.3			3000			-	Harris	9	Carolina	, ,	who	6	
	20	4	trace	Jan Jan	3333		29.95	66		5-5-15	te or come	8		· Cas	www app	6	r rsa
	975	9	25.461	t-103/1	1	-1	29.93	2	1		0.	7	31/	Sec. 66	(126	4:	
	Noon.	12	3) 0)	5136	South	3/4	27.9	67	65		bir Ste	7		-	WW Th	6	
	2.9	8			1		29.9				Less Org	2			WW W	6	
	29	4	S. Sins	384	beech		11			1	· Maria	0		Colonia Co	www h	6	
		9	D. C. C. C.	The American		13		1			Desettes of	1		cake		Carrier and Carrie	
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From Boston to Giver Plate 1861 REMARKS. July 22 1861 { "Prop. Sky Clear." 0 Entirely overcast. 10 Not a cloud to be seen. July 1861. This clay fine breeze it & passing clouds falling the moon fulled this day. Sepect a storm soon. 55 Days Out. July first to smeddle fine breezes NE. I cold E. passing clouds Satter part is estimated bloods to claimy bad appearences some thunder & lightning Barometer land & falling. I good is wind Jorly first part fresh gales of Wid Whenvy rain at & P. An shifter to I'm heavy rain Double rufed at 7 two close reefed Top sails. heavy squalls. under two close reefed Topsails. 57 Days out. Is the July first part heavy gales heavy squall ISM to the IM raing mudle more morderate at 4 pm wore to the Well. Latter part hearderste I'M by W. passing clouds. Not much sea the current appears to be to the South & West the rate I cannot ascertion 26th July this day fine breezes to St. Well to pleasant no Dea. all sail set by the wind. no Courent at M.m. saw a Ship Stearing to the East. 59 Days Out. I am quite discouraged. It July all this day fine breeze the W. I pleasant had short see from west. all sail by the wind, hard chance seeme burrent to the South of Days Out. Suly all this day fresh breezes of the to Me passing slowers bight sails in. ODays Out. Bad luck Show July first of middle fresh breezes mostey overcust will Me at fr aim & calms. through the hight Logy. all the latter part smokey. a Brig in Sight at 12.22 fathoms fine by white sant. at 12 m. very light airs souths August at 1 som Sen account Sailed from montevides Swind fresh from et h. Meddle calm Latter part fresh breezes & 8 at 1h of East Somt muldin East Sount maldera eist part froh bruges USE. ESE & East Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Brice Captain frames Burges HOURS WINDS. FOG A.
RAIN B.
SNOW C.
HAIL D. *PROP. OF SKY CLEAR. BAROMETER. THERM'R. CURRENTS. FORM
AND DIRECTION
OF CLOUDS. Direction. Rate. LATITUDE. LONGITUDE. Direction. Rate. Height. Ther. Air. Wat'r VIII 30,00 12 36 185 54.23 Wal 1 2 29.96 56 5 30 29,90 bir Gt 29.92 58 56 52.22 12 35.45 31 29.986260 1234205 49.55 8 IX 29.97 65 63 12 33 15 29.90 29.80 29.70 2 63 63 12 Noon. 29.70 29,80 29.90 29.95 12 30.56 36.00 5 Noon. 3005 30.08 30.1 30.15 30.15 30,12 30.08 30,09 30.08 68 66 Noon. 12 30.04 2985-6866

From Monlinedes · to Biston Ther. in use, No. REMARKS. Rugust 29. 1/86/ \{ *"Prop. Sky Clear." \\ 3 Entirely overcast. \\ 10 Not a cloud to be seen. II august 1861. Buiddle fresh breezes passing clouds table part fresh breezes smookly. Bad commune ment. Satter part fresh breezes NE. Middle NE. N. 9th. variable & calm at, 8, a, m. Let Stearing sails to In Joyal. De Mate Dick there appears to be a GE. current. the winds have been so hafling I count tell 31st August first part fresh breezes & 9 7 pleasant all said all Sta Sails Det pleasant weather 1 St Sept 1861. first part wind It? morderate. Meddle West all sail by the wind. the Barometer fluctuating a 1/20 for 11 hours I look for a slown soon dept. first part morderate Nel E. Hel E. heavy appearences. heavy clouds all around at 4 AM close greafed Topsails Morderate I fresh squalls. wind bafling 6 points datter fait fresh 6, 8 6, 18 8, 7 cl. first & middle Strong Jalo south squalls of rain at 4 f. h. one real out of Topsails. Some Dea. Satter fait South fresh Gale. at & a. Mr. Gengle refided Topsails & J. S. If Sopt first & meddle Strong breezes & passing cloud South Satter Spart Light wies Is. I calm. 8 Days out. 5th Soft first part calm pleasant middle light airs, East blondy all sail set by the wind. Satte part fresh beerges od E. farging clouds gran royals in I ought to be 3° faither East. I few! I cannot felch by the cape Soft first part frosh breeze East passing clouds Soft first part strong breezes Sol & Squally at In Might I reafed Topsails latter part strong Pales NIVE. Squally high sea. reefed mainsail & Spanker If first part fresh Gales No high sea double relfed Topsails. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

la Burgess Abstract Log of Back becan Bride Captain HOURS
OF
FOG A.
RAIN B.
SNOW C.
HAIL D.
MAGNETIC
VARIATION
OBSERVED. WINDS. *PROP. OF SKY CLEAR. BAROMETER. THERM'R. FORM AND DIRECTION CURRENTS. Rate. Direction. LATITUDE. LONGITUDE. Direction. Rate. Height. Ther. Air. Wat'r 4 IX 29.80 80 29.75 29.73 12 Noon. 29.8 29.9 30,0 30.1 70 71 10 5 Noon. 30.10 11 30.09 30.08 30.05 76 74 30.00 12 5 14 Noon. 12 /5-38 Noon. 12 /946 32'08'

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From Montevides to Porton 188/ REMARKS. Joseph 1861. Str CLEAR."

O Entirely overcast.

10 Not a cloud to be seen. Helpt Salmolay 1881. Middle mon mordent of 3. cloudy Latter part Light NW . breezes sell sail set hard chance St Soft first part morderate WW E. cloudy middle fresh NW & cloudy Satter part strong Gale WW & clourcefed sopsails high sea got Sept first part Strong Pales New 8. heavy rain at 2 P.Mn. shifted South strong. Sales heavy rain. Middle Sight breezes & calms Satter part morderate South all std Sails set pleasant Most 186% first part morderate beerges South passing clouds middle & Latter part fresh breezes & passing clouds & smooken Steamy of the made will Experiores. It hope it will prove the 98 Fraces I the Sept first fine breezes & E passing clouds. Middle fine breeze Latter part light squalls NE passing clouds of smooking in company with a Balik. - 1 Sept all this day light creege from Ect 8. to Will & hafling & squally a hard chance to get worth? at 12 h. tacked to East. I squally The Sept All this day light wish of the pleasant smooth Sea. at I R.M. Spoke Back Lexington 15 days from B. Payer. this is a hard chance sure I ought to have the SE Trade here. If the Soft all this day light airs & calm NNE. pleasant smooth sea hard buck 18 days out 2 15th Sop frist part light air New 6. D pleasant Satte part fresh breezes to light ogreals a hard road to travel this. The worst chance to get with I ever 19 Days out ust part morderate NWE. passing clouds. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Bride Captain Jos Burges

	T.	as markey		CURREN	TS.	BAROME	TER.	THERM'	FORM PURECTION	*PROP.	HOURS OF FOG A. RAIN B.	MAGNETIC VARIATION OBSERVED.	WINDS.	Att many
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Att'd.	Air. Wat	AND DIRECTION OF CLOUDS.	SKY CLEAR.	SNOW C. HAIL D.	OBSERVED.	Direction.	Rat
0	4	At on	1.77		7				The state of		3		Nev E	Int. M. P.
	9	19:38'	30:15			30.05	79	77	Pi	7			eval 8	3
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Noon.	12	19.52	29.03			3005	78	76	bu	1	EMPLE MENTAL PROPERTY OF SERVICE AND ADDRESS OF THE SERVICE AND ADDRESS OF	1 28	W W C	2
	3				1					المراد	CONT	7.73	NW 8	1
18	4			1							And the second s		Calm	0
Jaan	9	18.17	2918	112	ch	30.00	78	76	Ci	55			699	3
,00m.	3	10 1/		- andrak					1		200		and any section of the control of th	- alminasa
9	8			,								-266	8 ant	4
	9		38:30	2003		30.09			0.		GORDON CONTRACTOR AND A TOTAL PROPERTY OF		casca lightean area a lamarka da mararona manamana a casca a c	- N
Voon.	12	15°34'	38:30	as !	3/4	3007	78	76	Ou	6		1	First	5
10	8	-3/22							Mr. Dings			N. S.	East	5
50	4					3000					ACCEPTAGE		East	5
Voon.	9	12:30	31.13	289	3/4	30.06	78	76	Pi	8			East	5
	3								and the				A STATE OF THE STA	-
2/	8		3.3.1							3			East	5
	9			180	2/1	2			0.				0108)
oon.	12	09.03	31045	(ev	0/4	30 00	80	78	(a	8	Annual Control of Cont		696	5
12	8		L. S. C.						Mein!				998 to 9.	5
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oon.	12	65381	32.15-	w	3/4	29.98	80	78	Pei				892 to 48	1
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oon.	3	2 92	0200	1	19	5//3	83	81	(u	9	1.53		998	5
14	8				9			-)			- 3.	4	South	6
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oon.	12	00.058	3345	wh	1/2	29:94	85	83	Ei Ste	8			498	
	3									0	1 1000			4
	0							to leave	the first Park H Pirst Park	oth Hap avery			498	1

IX

From Montwedo to Boston If 1861. Middle of latter part morderate No & passing clouds I shall never get to my part at this rate 1.0 Days out. In farther. The Sept all this day light airs & calm passing clouds when shalf I get a begy to get along. I cannot make much if my Northern on the Jother tack. I plakery Southern on this The Sept first part light airs Nov 8.
Thope it will proove the trades 12 Days out. Il Daysout. Fallmost crazy. 19th Jept. all this day fine Smart Frades East & pleasant getting along finely 28 Daysons. 10th Sept All this day fine East trades getting along finely Smooth sea & Ceantifull weather 11 Days Out: Ist Off All this day fine breezes E. A & 98. Smooth sea pleasant weather of getting along finely 25 Days out. Det Sunday 1861. All this day fine breezes & 98 to 98. pleasant weather. Ald Sails set, getting along finely. 23d Sept first & Amiddle fine beerges & & pleasant at & a. M. past I wonno about & miles to the & of it Sather part fine breezes & & pleasant by Days out. A Sept all this day morderate breezes from South to 95%.

plessant sun pressy sulty 18 Man sout, first part light breezes 9.98 % pleasant Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Ocean Brice Captain Jos Bruges

	i		108	stract Lo	g of	Jay						de Capiain	NAME OF TAXABLE PARTY.	HOURS	MAGNETIC	WINDS.	There is		-
		Date.	Hour.	LATITUDE.	LONGITUDE.	CURREN		BAROME'.	1			FORM AND DIRECTION OF CLOUDS.	OF SKY CLEAR.	RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.		Rate.		
A		25	4			Direction.	Kate.	Height.	Att'd.	All.	Tract	1.	0		* * *	998	3	25	-
	IX		9									an .	19			998	3		
		Noon.	12	N/°52	34.42'	90	1	2993	83	82						South 1st	1	26	1
		0.6	8										18.25			G.	2		
			4 9									A. H. H.				bland.	3		
	est in	Noon.	12	-3.04	35 39	w	/	2 9.73	88	87		bii	9			G. W. W.	2	27	6
		27	8											33.35		6		2/	
		2/	4										-						
		Noon.	12	04.01'	36-45	20	1/1	29.90	88	86	,	bu	9	-		Calm	0	100	1
			3									101111			-	48		28	
IX		2.8	4													East	3		
		Noon.	9	06.00	3735	100	1/4	01.99	8 8 9	8%	7	6i	0		-	98	4		
			3			100	//	2/1/0				10.20	1			98	1	25	97
		29	4											ACCORDING THE PROPERTY OF THE PARTY OF THE P		998	3		
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		Noon.	3	1	0010	- w	1/4	20/1/0	00	80		a u	19	**************************************		C9 9,	H		
		30	8											2000		98	2	30	7
			9	4000	390011			1000				0.0				0,			
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From Montevides to Boston 3 25 Sept 1861. Amiddle & Latter part morderate 898.
3 verry warm & Sultry Dg Days Out. 36 Soft all this day light air South verry warm sultry wather 30 Days out is no fearther along. By Sept frist & middle light airs E. & WE. to worth Satter part calm verry warm & sultry 31 days out. 28 th Sopt first part light airs it & pleasant I warm middle East pleasant morderate Satter part fine breeze & 8. very warm & coultry. Bape Coll bears it M. 14 7. 2920. Miles Soft Sept all this day light breeze from 98. to 998.

fine pleasant useather verry war in the sulley: Out. 30 Soft All this day light variable winds I 8. to South to calm light synalls of rain Dulty disagreeable weather along. 2 1 October all this day morderate winds from NE to 92 1 squally meestley ourrant of 24 mia. 2 1 3d Bot all this day light breezes 998 passing clouds very warn Sultry weather a hard share this 36 Days out. 2 3 d Oct all this day light airs 98. I pleasant for the last 5 days Istrong tide rijes but little current. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

Abstract Log of Bark Decan Beide Captain Ja Burgeso

ĺ			Struct 110	8 7	and the second second						L	*PROP.	HOURS OF	NA CNEWIC	WINDS.	There is	
	Date.	Hour.	LATITUDE.	LONGITUDE.	CURREN		BAROME				FORM AND DIRECTION OF CLOUDS.	OF SKY CLEAR.	FOG A. RAIN B. SNOW C.	MAGNETIC VARIATION OBSERVED.	Direction.	Rate.	
	4				Direction.	Rate.	Height.	Att'd.	Air.	Wat'r	OF CLOUDS.	OHERIO	HAIL D.		6/2 4.4.	3	
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	Noon.	12 3 8	/8)/	4955	w	3/4	29.98	86	82		Cu	-8	**	*	East	4	
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	12	3 8 4			*				5		A Contract of the Contract of			* .	W 8	3	
	Noon.	9 12 3	28°44'	6/33'	w	3/4	30,03	85	82		Eir	83			Cast	1	,
		8		TAKAN MARANA				TABLES VOT TORVINGS			to S. P. M. se March Post	A lieo syna		The dear to es			

IX

From Montinedo to Boston 4 # Dot 1861. all this day hight breezes \$8.1 pleasant westerly convent 19 miles 5 th got 1861, all this day light breezes (52. 1) pleasant 18 miles I'm current verry warm to sulty. Ith Ook All this day fine beerges & & G. A pleasant light current to the west the best run for a long time I hope this is the trade wind he to Tays out. West current of 18 miles heeres & pleasant . 8th Oct all this day Morderate East Trade wind & pleasant Satter part large quanties of fresh weed 42. Days Out. It Oct all this day fine breezes & & & pleasant southering weed. Light but to the west 13 Days out. 10 th Oct All this day morderate breezes & N & ends of 8. ends of At Oct all this day morderate breezes with h of & by of light squale westerly coverent 15 Clays Cut. the Oct all this day light airs & oalms werry warm lear a calm spell. Whether the day commences at noon or midnight, always call from noon to 8 P. M. "First Part."

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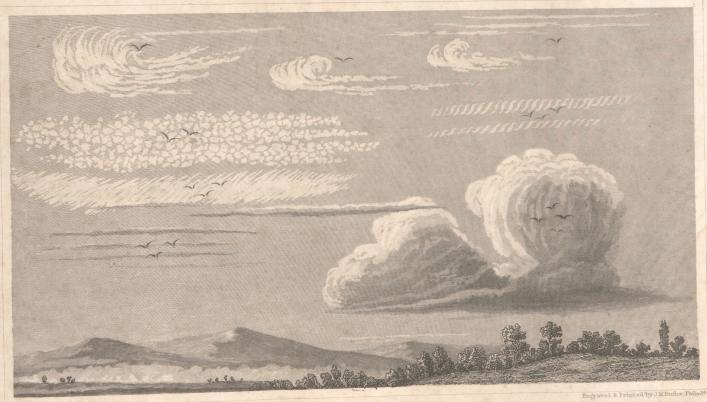
Stratus (Str.)

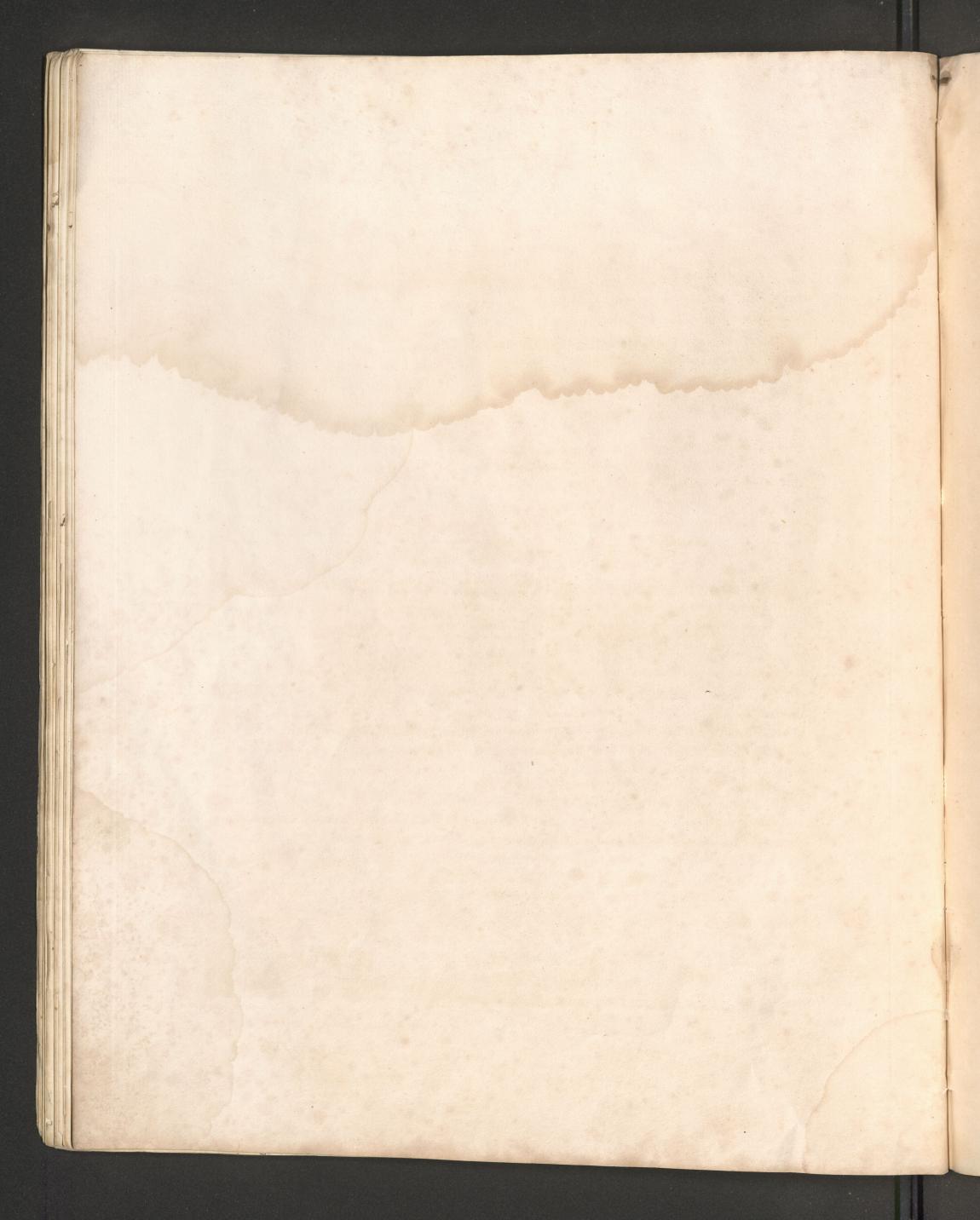
Cirrus (Cir.)

Cumulus (Cum.)

~ Nimbus (Nimb.)

SECONDARY FORMS.





ABSTRACT LOG FOR THE MERCHANT SERVICE.

THE Maritime Conference at Brussels recommended the form of an abstract log, especially for men-of-war. The nations represented at that Conference, were Denmark, Sweden, Russia, Norway, Portugal, Holland, France, Belgium, England, and the United States. It is presumed that all these nations will, as the United States have done; as Prussia and Spain, who were not in the Conference, are ready to do, viz: approve that form, and command it to be kept on board of all their men-of-war at sea, and recommend, at least, that the same be done in their merchant service.

The following is the order of the Hon. J. C. Dobbin, the Secretary of the Navy upon this subject, to the officers of the United States Navy:—

GENERAL ORDER:

NAVY DEPARTMENT, November 3, 1853.

The form of the "Abstract Log," recommended by the late Maritime Conference at Brussels, is hereby approved and adopted for use in the Navy of the United States.

It is recommended to navigators generally, and will be faithfully kept on board of all vessels in the naval service. Commanding officers of vessels afloat are specially charged with the execution of this order, and they will transmit copies of the Abstract kept on board, to the Chief of the Bureau of Ordnance and Hydrography at the end of the cruise, and at such other times as he may direct.

(Signed) J. C. DOBBIN, Secretary of the Navy.

The intelligent navigator will perceive, by looking over the "Explanatory Notes," what remarks apply to the Merchant Service Log. For instance, those for column 15, "wet bulb," do not apply to this log, unless the navigator may think proper to use the wet bulb thermometer. Neither does what relates to the hours 2, 3, 4 P. M., 6, 9 A. M., and 10, in column 2 "hour" apply to the Merchant Service Log, unless the captain, as he is invited to do, shall choose to introduce in his log these hours. In that case, he is requested to give preference to those hours that are printed in heavy figures.

I quote the Explanatory Notes given by the Brussels Conference for keeping this log; to which I have made some additions. These additions are contained in brackets, thus [].

EXPLANATORY NOTES FOR KEEPING THE ABSTRACT LOG.

The name of the last place from which the vessel sailed, and the place to which she is going, should be stated in the abstract.

1st Column.—The Time inserted in the abstract log should be civil time; but if astronomical [or sea] time is inserted, it should be so stated at the commencement of the log. The months should be indicated by the Roman letters from I. to XII., January being I. [December XII.]

2d Column.—Hours; this column contains all the hours at the even numbers, and in addition 9 A. M. and 3 P. M. The hours 4 A. M. and 9 A. M., Noon, 3 P. M. and 8 P. M. are printed in larger type, to indicate that it is at these hours that observations are especially required, as will be farther explained.

3d Column.—LATITUDE OBSERVED.

4th Column.—LATITUDE BY DEAD RECKONING.

5th Column.—LONGITUDE OBSERVED.

6th Column.—LONGITUDE BY DEAD RECKONING.

The latitude and longitude should be observed frequently at sea, and more especially about 4 A. M., Noon, and 8 P. M., and the result referred by the log to the hour nearest to which the observations were made, in order that the ship's position may be as accurately determined as possible at those times. This should be particularly attended to, when the ship is expected to cross or enter upon any of the great streams and currents of the ocean, the trade or periodical winds. The position by dead reckoning should be deduced from the last observation for latitude and longitude. If the longitude is determined by lunar distances, note it in the column with its proper sign, OC,*C, and if by chronometer, O or *. When in sight of land, and the ship's position is determined by bearings, it is still desirable that the position of the ship should be given in latitude and longitude, in the proper column.

7th and 8th Columns.—Direction and Rate of Currents. On ordinary occasions the currents should be determined at noon on each day, by comparing the position of the ship, as determined by observation, and its position, as found by dead reckoning; the direction and rate of the current in nautical miles for the last 24 hours should be given [or better, for the time during which it has been felt]; besides the daily entry at noon, the rate and direction of currents should be noted at shorter intervals, when the ship is in the vicinity of the great oceanic currents, or when it is supposed that the currents may sensibly vary in the 24 hours.

9th Column.—The observed Variation should be entered in degrees and minutes; and when the variation is determined by observation of the moon or a star, the sign $\mathbb C$ or * should be placed after the entry, thus: 23° 16′ W. $\mathbb C$.

The variation should be corrected for local attraction; in other words, the variation entered should be what the variation would have been, had the ship been heading at the time of observation upon the course, in which the local variation would be O.

It is desirable that every vessel should be provided with a standard compass, with which all the observations for variation should be made. The position of the standard compass, or of the one used, should be that at which the local attraction is the least, and the compass should always be placed in the same place. When the variation has not been observed, the variation used should be corrected for local attraction, and noted.

10th Column—DIRECTION

of the Wind.

11th Column—Force

The direction and force of the wind should be regularly entered at 4 A. M., Noon, and 8 P. M. The force and direction entered should be that which has been most prevalent during the eight preceding hours. The direction should be by compass, and expressed in points. The force of the wind should be indicated by the figures given in the first page; if there are squalls, their force should be given in a parenthesis (), opposite the hour at which it takes place.

[Columns 10 and 11 are therefore to be filled only at 8 P. M., 4 A. M., and Noon. The force and direction of the wind entered at 8 P. M. must be the force and direction that have been most prevalent during the interval between Noon and 8 P.M.; at 4 A.M. enter the prevalent character as it has been since 8 P.M.; and at Noon, the prevalent character since 4 A. M. must be entered. Whether the time kept on board be sea or civil time, from Noon to 8 P. M. is understood to be what in common parlance among seamen is known as the First Part. In like manner, from 8 P. M. to 4 A. M., whether the day commence at noon or midnight, is understood to be the MIDDLE PART.]

12th and 13th Columns.—The BAROMETER AND ITS THERMOMETER should be observed, if possible, at all the hours given in column 2, and at least at 4 and 9 A. M., Noon, 3 and 8 P. M. [The thermometer attached to the barometer-and if none be attached, one should be tied to the lower end-should be carefully noted whenever the barometer is observed, for we depend upon it for an important correction for the Bar.]

[Navigators, who are co-operating in this system of research, will please recollect that we are now about to turn over a new leaf, especially as it regards the meteorological observations usually made at sea. We have pushed these observations after the old plan until they have of themselves proclaimed their own imperfections, and have demonstrated the necessity of more accurate observations made with instruments that are true.

We are now setting about to catechize nature closely. All who co-operate with us have agreed to propound to her certain questions. Now, unless these questions be truly interpreted, we cannot reconcile the answers that are to be given; and certainly they cannot be truly interpreted unless the instruments used be themselves true.

We want, therefore, when a thermometer is read, to know that its error does not exceed a certain very small quantity-less than a degree always. And, in like manner, when the barometer is read, we want the means of correcting it of its errors, even to the hundredth part of an inch. Every barometer has its sources of error. Mercury, for instance, is very expansible; it is lighter at a temperature of 90° than it is at a temperature of 32°; and with exactly the same atmospheric pressure it will stand higher when the temperature of the column of mercury is 90° than it will when the column of mercury is at any temperature below that. Hence, whenever the barometer is read, we want to know what the temperature of the mercury in the cistern is, in order that we may make this correction. In like manner, it is equally important to know the height of the barometer in the cabin above the level of the sea, and the elements for the other corrections named at page VII.]

14th and 15th Columns.—The DRY AND WET BULB THERMOMETERS should be observed at the same hours as the barometer. If it rains at the time when the observation with the wet bulb is taken, put the letter B after the temperature. Before reading the wet bulb thermometer, the bulb [or rather, a thin old linen rag should be tied tightly about the bulb, and then the bulb] should be moistened with [clean] fresh water, and allowed to remain a few minutes in the open air, in the shade, and where strong currents of wind from the sails cannot affect it.

All the thermometers ought to have two scales, one that of the country to which the ship belongs, the other the centigrade.

16th Column.—THE FORM AND DIRECTION OF THE CLOUDS should be noted at least at 4 A. M., Noon, and 8 P. M., and as they appear at the time of observation. The form of the clouds should be indicated by the letters given at page VI. When the clouds are observed to be going in different directions at the same time, the direction of the upper ones should be stated above that of the lower, and separated by a bar, thus: N. N. E. C. [Plate XVI. shows the form of Clouds. It gives the forms used by the Smithsonian Institution, and by meteorologists on shore generally.]

17th Column.—The Proportion of the Sky Clear should be indicated by figures from 0 to 10. Thus 8 indicates that $\frac{8}{10}$ of the sky is clear.

18th Column. - Fog, RAIN, SNOW, AND HAIL. The number of hours of fog, rain, snow, and hail, in the eight preceding hours, should be noted at 4 A. M., Noon, and 8 P. M.

The letter A, indicates fog; C, snow;

B, rain; D, hail.

One or two bars placed under the hours indicate degree [intensity or quantity]: thus 3 B, is 3 hours of light rain; 3 B, [moderate] rain; 3 B, heavy rain.

The direction and force of the wind, etc., before, during, and after the rain, should be stated in the column of Remarks.

19th Column.—The State of the Sea during the eight preceding hours should be stated at 4 A. M., Noon, and 8 P. M., by means of the signs given on the second page. [These signs were omitted to be inserted in the original.]

20th Column.—Temperature of the Water at the Surface. For the hours at which the observations should be taken, see directions for the barometer and thermometer. The water should be taken up in a wooden bucket, as far as possible from the ship's side, and placed in the shade on deck; the thermometer should then be placed in the water, and left there for two or three minutes [five], and read afterwards, whilst the bulb is in the water. In addition to the ordinary observations, the temperature of the water should be taken when any particular circumstances may seem to make it desirable, as when there are changes in the color of the water, [or when the vessel is] in the neighborhood of ice, shoals, the gulf or other streams, and at the mouths of great rivers.

The temperature of the water should also be taken during thunderstorms, and when any electrical phenomena are observed.

21st Column.—The Specific Gravity of the Water at the Surface or at different Depths, should be noted at least once a day; when the water is taken from a certain depth, the depth should be entered under the specific gravity, and under a line $(\frac{0.3.9}{1.5.0})$. The specific gravity is stated without any other correction than that which the instrument employed may require. The temperature of the water should be placed in the 20th and 22d columns. It is desirable that a uniform scale should be adopted in the instruments used in ascertaining the specific gravity; that the specific gravity of distilled water should be the unit, and that of the sea-water expressed in decimals. [The hydrometer of commerce, that is, the one of glass, and in the shape of a thermometer with a huge bulb slightly loaded, used for proving spirits, is the one recommended for the American Service.]

22d Column.—The Temperature of the Water at different Depths should be taken at least once a day, according as circumstances may be more or less favorable; the temperature should be entered above the specific gravity and separated from it by a bar $\binom{54^\circ}{035}$; the unit of measure in depths is fathoms [of six feet each, English]. In taking water from moderate depths, it may be hauled up in a cylindrical box, 18 inches long, and 6 inches in diameter, having two valves in the ends opening upwards. This box may be either of wood or iron, and attached to the deep-sea lead. [Self-registering metallic thermometers are better.]

It is desirable, frequently, to try the temperature of the water at the depth of the ship's cock below the surface; the cock should be left open for 8 or 10 minutes before the bucket is filled, and the thermometer should be left two or three minutes [five] in the water, as before described, before reading it, and it may be well to note the rate of the ship at the time the cock was open. The temperature of the water at the surface should be observed, whenever the temperature at different depths is taken.

When there is a great difference between the temperature of the water at the surface, and at some depth, observe the indications of the wet and dry bulb thermometers, and note them in the column of Remarks.

Although these observations are of importance in every part of the globe, still, there are certain regions where the differences between the temperature at the surface and the temperature at certain depths have a particular interest. We may mention the regions of the trade-winds, the Indian Ocean, the Cape of Good Hope, and especially in the Lagullas current, and near the mouths of great rivers.

COLUMN OF REMARKS.—The column of Remarks will contain everything which the captain may consider useful. We direct attention to the following points:—

1st. If the vessel is a steamer, state whether she was steaming or under sail at the time the observations are made.

Tempests, tornadoes, whirlwinds, typhoons, or hurricanes, etc.—Every circumstance connected with these should be stated in great detail; the different changes of the wind, the appearance of the sky and the clouds, of the sea and electrical phenomena, rain, hail, etc. The height of the barometer should be frequently noted, at least as often as there is a change of a tenth of an inch, and the time when the remarks are made [i. e. when the phenomena are seen, or when the observations are made], should be stated.

When water-spouts are observed, the time of their duration, their successive appearances, their formation, gyratory movement, translation, and breaking up, should be described.

Note the circumstances attending storms, the thunder, lightning, etc.; and when phenomena of this nature are observed by navigators, they should be guided in their observations by a reference to analogous phenomena, which they may have observed in other regions, more especially upon the edge of the Gulf Stream.

It is desirable to have the temperature of the rain compared with the temperature of the air.

When it hails, describe the hailstones, and the electrical phenomena.

Note the quantity of dew, the time when it commences to fall, and, in cases of extraordinary deposits, note the temperature of the air as close to the surface of the sea as possible, and at the same time at the masthead.

When red fogs or showers of dust are met with, describe the weather and the appearance of the sky, and obtain, if possible, specimens of the dust.

Observe the height of the waves, the distance between them, and their rate of progress.

Note the tide rips seen, particularly in the tropics, and the age of the moon at the time.

When the surface of the sea is covered with pink or white patches of water, as is often the case in the Pacific Ocean, describe them, and preserve specimens of the water in phials with ground-glass stoppers; if practicable, get a cast of the deep-sea lead, and take the temperature of the water at the surface, and at some depth.

When deep-sea soundings are taken, state the time the lead takes to descend each 100 fathoms, and carefully preserve whatever the lead brings up from the bottom. [Deep-sea soundings should always be made from a boat.]

It is much to be desired, for the sake of comparison, that the same sized line and the same shaped lead, of equal weight, should be used. [For description of those used in the U.S. Navy, see Maury's Sailing Directions, 6th ed. p. 225.]

In places where *ice* may be met with, observe the temperature of the water frequently; these observations are most valuable when there are fogs which may prevent the ice from being seen, as they may indicate its presence even at the distance of 2 or 3 miles, especially when the ice is to leeward.

Note the appearance of the ice, and the direction in which it has been drifted.

In addition to the thermometers usually supplied to ships, it is desirable that they should be furnished with others with white, black, and blue bulbs, colored with water-colors. These three thermometers should be exposed simultaneously to the sun in fine weather for some minutes at 9 A. M., noon, and 3 P. M., and occasionally at night [to the open sky] in time of dew; their indications should be entered in the column of Remarks.

Note the shooting stars; their point of departure and the point to which they appear to converge, the constellations which they traverse, their numbers in a given time. They should be especially observed about the 10th of August and the middle of November.

The Aurora borealis; the time of its appearance and disappearance, extent, form, position, intensity of light, color, its motions, and changes should be described.

Halos, rainbows, meteors, etc. should also be noted.

Carefully note the appearance of birds, insects, fish, sea-weed, drift-wood, and mention any circumstances which may throw light upon their appearance.

When at anchor, tidal observations should not be neglected, and the times of high and low water, if possible, should be observed; state the time also of change of tide, the rate and direction of the current at various stages, both

on the flow and ebb, and everything relative to this important question. Hourly meteorological observations, especially at the times of the equinoxes and solstices, would be very valuable.

In addition to the observations mentioned in the abstract log, it is desirable that each captain should write, at the end, any general remarks which his personal experience may suggest [as to the route pursued, currents, winds, &c., encountered by the way], more especially if he has frequently made the same voyage.

(7)	1		
(1	10 -	7	

(2).

4).

(5). LOCAL DEVIATION:—

Before sailing.

When arrived.

SHIP'S HEAD.	DEGREES OF DEVIATION.	SHIP'S HEAD.	DEGREES OF DEVIATION.		SHIP'S HEAD.	DEGREES OF DEVIATION.	SHIP'S HEAD.	DEGREES OF DEVIATION.
NORTH		SOUTH			NORTH		SOUTH	
N.N.E	Attendan a	s.s.w	Charles de la company		N.N.E	N. Sec. 18th C	s.s.w	
N.E	Smonth Cor	s.w	07 11 30 2 11 201		N.E	COMPLETE OF	s.w	No teatly
E.N.E	me a cuam su	w.s.w			E.N.E		w.s.w	
EAST		WEST	Base duma 9		EAST	taken ada yait d	WEST	
E.S.E		W.N.W			E.S.E	le de la companya de	W.N.W	ACTOR .
S.E		N.W	State 20 30 to		S.E	with the second	N.W	
S.S.E		N.N.W	II. M. Henry Still	7-4	S.S.E		N.N.W	

- (1). Enter the class of the vessel, her name, country, and the name of the captain.
- (2). If the vessel is of iron or wood; and mention the quantity of iron, if any, in the cargo.
- (3). Enter the names of the places at which the vessel has called during her voyage.
- (4). Name the meridian from which the longitude is calculated.
- (5). Give the table of local deviation at the commencement and at the end of the voyage; and state in the log the manner in which it was determined, and if the vessel was loaded with any iron when the observation was made, or whether any iron as cargo was taken on board after the observation was made.

If practicable, the operation should be repeated during the voyage.

Describe, on pages VII. and VIII., the instruments you have on board, the manner of using them, and of making the observations.

Compared by Mr.

with the standard at

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THERMOMETERS (correction to). [Number your thermometers, and state the corrections that are to be applied to the various readings of each, to make them correct.]

Force of the Wind indicated by numbers (sailing by the wind).

- 0. Calm.
- 1. Ship has steerage.
- 2. Clean full 1 to 2 knots.
- 3. Clean full 3 to 4 knots.
- 4. Clean full 5 to 6 knots.
- 5. With royals.
- 6. Top-gallants over single reefs.
- 7. Double-reefed topsails.
- 8. Triple-reefed topsails.
- 9. Close-reefed topsails and courses.
- 10. Close-reefed main topsail and reefed foresail.
- 11. Staysails.

Forms of Clouds are: cirrus (Ci.); cumulus (Cu.); stratus (St.); nimbus (Ni.), etc. [See Plate XVI.]

1. 2 4 6 8 9 10 Noon. 12 2 3 4 6 6	Rate.	Direction.	Height.	Ther.
31.				attach'
Noon. 12 (Latter part 2 3 4 6)	(Middle part.)	sight.	
2 3 4 6				
)	(Latter part.)		
	100			
10 12		(First part.)		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	(11)	(10)	(12)	(13)

DESCRIPTION OF INSTRUMENTS.

IX

FROM	TI O	105
	10	185

THERMOMETER.		FORMS AND	PROPOR.	HOURS OF FOG A.	STATE		WATER.		STATE OF	
Dry bulb.	Wet bulb.	OF CLOUDS.	SKY CLEAR.	RAIN B. SNOW C. HAIL D.	OF THE SEA.	Temp. at surface.	Specific gravity.	Temp. at depth.	THE WEATHER.	REMARKS.
		1000 270		co Jina	ano k maga	untary on	lov Se cos	toge a let	er benefi	This form is in- tended more espe- cially for men-of-
		1 00 000	sion wite Solvend	elogi alkiti Elogi alkiti Elogiate de		io cini nomi Piego-co la	w lana Jan medaya d		ran eld or s	war.
		nivaenah :	alleradil -	o distribute	Account of the second	C all bo	edio fin 1 victore2 co moto		alionem of	acrehana service, tool Accordingly, tha
		in actions incompagn		Const Have	chr zana 60 galdar				istanied : 1137 86	describeding consession of the
(14)	(4.5)	(10)				ot slehv os	w einsein	instruction		designes log in the an
(14), [a]	(15) [b]	(16) [a]	(17) [a]	(18) [a]	(19) [c]	(20) [a]	(21) [b]	(22) [b]	(23) [c]	(24) [a]

DESCRIPTION OF INSTRUMENTS.

CONDITIONS UPON WHICH THE WIND AND CURRENT CHARTS ARE FURNISHED TO NAVIGATORS.

These Charts are based upon a system of voluntary co-operation; and, so far, they have been constructed from materials furnished principally by American shipmasters, and on condition of each one being supplied with such sheets of the Charts as relate to his cruising ground, and which his observations have helped to make.

It has been judged wise to extend this system of co-operation, seeing that it has worked so well in the American merchant service, to the merchant service of all other friendly nations.

Accordingly, the Hon. J. C. Dobbin, Secretary of the Navy, with a spirit of liberality deserving of the highest commendation, has authorized me to place these Charts and Sailing Directions at the disposal of foreign governments for distribution among their shipmasters trading upon the high seas, who will lend their co-operation also, and who will first provide themselves with the requisite instruments for making the observations required, and for keeping the abstract log in the manner required.

It is desirable that the American shipmasters who wish to continue their co-operation, and to continue their claims to be entitled to new editions of Sailing Directions and Charts, should provide themselves with at least three thermometers, which have been carefully compared with a standard for every five degrees at least from 30° up to 100°.

The errors of the thermometer will generally be different for different parts of the scale. Hence the recommendation for comparisons at every five degrees. Nor should the shipmaster purchase a thermometer, even after it has been so compared, if its error in any part of the scale exceed 1°.

It is not required of American shipmasters, as a condition to entitle them to the Charts, that they should have thermometers of two scales, viz: Fahrenheit and the centigrade. Their attention is simply called to what the Brussels Conference says upon the subject, with the request that those who shall choose to follow those recommendations upon this point, will state in the abstract log that their thermometers are provided with both the Fahrenheit and centigrade scale. It is always the reading, they will please take notice, by the Fahrenheit scale that is to be entered in this abstract.

Every navigator, who, after receiving a copy of the Charts, fails to comply with these conditions, viz: to keep abstracts of his voyages as per form, and, on his return to the United States, to transmit them to me at the National Observatory, or, if a foreign vessel, to the person appointed in his own country to receive them, forfeits his claim to all future publications.

The Charts are to be had on application either at the National Observatory, Washington, or of George Manning, New York; provided the applicant will comply with the conditions above set forth. The following is the form of the receipt, which he is required to sign for such Charts as he may receive:—

FORM OF RECEIPT.

	Received this	day o	of 185
from			one Abstract Log, one Copy of
Maur	ry's Sailing Directions,	edition, an	and
sheets	Nos.		(Series A.)
do.	do.		(" B.)
do.	do.		(" C.)
do.	do.		(" D.)
do.	do.		(" E.)
do.	do.		(" F.)

MAURY'S WIND AND CURRENT CHARTS; for, and in consideration of which, I promise to keep, in the manner and form prescribed, a journal of my Voyages, and on my return to transmit the same to the National Observatory, Washington.

Commanding of Bound

I take this opportunity to repeat that the *point* of the compass from which the wind blows is what is wanted, also the variation observed, and not the variation that is taken from charts or books.

The Abstracts are to be bound. Navigators, in keeping them, and in cutting the leaves out to be returned to this office, will please bear this fact in mind—and leave blank margins for binding;—and enter their winds, remarks, and the like, so that all for the same day may be read at one opening, as on the pages VIII., IX.

And whalemen will please recollect that their abstracts must embrace, for every day they are not at anchor, a regular record of their latitude and longitude, force and direction of the wind three times a day, temperature of the air and water, and mention of whales whenever seen.

When any of the routes herein recommended are tried, state whether you have had a longer or shorter passage than vessels sailing about the same time without the Wind and Current Charts on board, or without having tried these routes.

It is very desirable to know the temperature of the water, even for a few feet below the surface. Therefore, those vessels that are provided with the means of letting water into the hold, would render a valuable service by drawing a bucket of water through the cock daily, and recording its temperature. Let the water so drawn run a little while first, so that it may be of the natural temperature. State the depth of the cock below the water in the column for Remarks.

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